"FORWARD IS THE MOTTO OF TODAY"
STREET RAILWAYS
IN
CHARLOTTESVILLE, VIRGINIA
1866-1936

by

Jefferson Randolph Kean

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Cover Photograph: *Nearside car 22 posed in front of the Rotunda of the University of Virginia in June 1914. The front destination sign reads "University."* **Holsinger.**

INTRODUCTION

Though historical studies of the effects of street railways on urban growth have been written for a number of larger cities, few have been concerned with smaller communities. Charlottesville's experience with its street railway is typical of that of many small localities. In the decades following the Civil War many local businessmen chose to channel their profits into public utility projects which, despite being organized as profit-making companies, really were expressions of the owners' civic pride. As such, profit was less important than seeing one's home town become preeminent over its neighboring rivals. Animal-powered railway lines were cheap to build, as experienced railroad contractors were numerous, and small second-hand cars were readily available from the large northern cities. When in the 1890's the larger cities converted their street railways to electric power, the smaller cities and towns, copying their example, sought to do likewise, but often lacked sufficient capital. Some were able to attract enough outside capital to build efficient electric railways, but many were able to build only a marginal system, as they lacked financial resources sufficient both for adequate initial construction and equipage of the railway and for its maintenance and repair. Charlotesville's situation fell into this latter category. Entrepreneurs of the 1890's often attempted to link the construction of a street railway and the promotion of a land development scheme into one project. When these failed, as they often did (especially during the depression of 1893), because of underestimation of costs or of overestimation of profits, the street railway had to struggle for existence. Bankruptcy often followed within a few years.

Electric power, the way out of this dismal downward spiral, was both good and bad for street railways. Often the only assets of small bankrupt street railways were their franchises to sell electricity, which their local management sold to a limited number of homes and businesses for lighting and power. Attracted by this, outside interests sought and gained gained control of local companies; soon the street railway was transformed from the reason for a company's existence to merely one additional user of electricity. As the superior worth of alternating current technology became obvious over that of direct current in the early 20th century, especially in small cities and towns, street railways became more and more an unwanted user, as only direct current could be used for their operation. Faced with this situation the electric power companies usually made no effort to extend their railway lines into the developing suburbs. When these lines, which served an ever diminishing percentage of the city's population, ceased to generate sufficient income to pay their operating expenses, their electric power company owners, who often lacked the intense civic pride of the lines' founders, usually were quick to abandon them.

Charlottesville's local public transportation was provided by street railway for forty-eight years--from 1887 to 1935. As recently as 1922, as many as a million and a half passengers a year rode its street cars, but today they are mostly forgotten. Yet this period is an important one in its history. Charlottesville's street railways reflected the hopes and hard work of these business men. In the early years of the street railways the business activity most closely associated with them was the promotion of suburban real estate developments. In later years, the production of electricity was also associated with street railway development and promotion; in fact, in the last years of Charlottesville's street railway the situation was reversed, to the point where operation of the city's public transportation system became only a small part of the electric power business. It is with these themes that the present account is concerned.

The first six chapters of this book are an extensively rewriten and expanded version of the author's article, "Early Street Railways and the Development of Charlottesville," published in The Magazine of Albemarle County History, volume 33-34, 1975-76. The remaining chapters are mostly a reprint of volume 37-38, 1979-80, of the same magazine. (A few chapters have been condensed, and different photographs have been used in this book.) (Both volumes copyright by the Albemarle County Historical Society, Charlottesville, Virginia.)

Because of its length, reference footnotes have been omitted from this paper. However, they are given in the author's M.A. thesis, "Charlottesville's Street Railway

System and Its Entrepreneurs, 1866-1936" (copyright © 1980 by Jefferson Randolph Kean), upon which this paper is based. Copies of that thesis are on file at the library of the Albemarle County Historical Society, at the Manuscripts Department of the Alderman Library of the University of Virginia, and at the Fenwick Library of George Mason University.

I would like to express my appreciation for assistance given me by many persons while I worked on this history, including Edmund Berkeley, Jr., Carolyn M. Beckham, Vivian Davis, Gregory A. Johnson, and William H. Runge, all at Alderman Library, University of Virginia; Myra E. Bruce, City Hall, Charlottesville; Harold E. Cox, John P. Hoschek, Carlton N. McKenney, Francis B. Tosh and Robert A. Truax. In addition, thanks are due to the Albemarle County Historical Society, who granted permission to reprint the author's original article, which appeared in Volume 37-38 of their magazine. Especial thanks are due to Bob and Sue Morrisson, proprietors of "The Good Word," who with much care and patience did the typing and correcting of this book, and the thesis upon which it is based, on their word processor.

The Valentine Coal Company Papers, the Valentine Family Papers, and the Holsinger Photograph Collection are held by the Manuscripts Department, Alderman Library, University of Virginia, and are used with its permission. The printed schedule of City and Suburban Railway Company is in the Rare Book Department, Alderman Library, University of Virginia, and is used with its permission. The minutes of the Board of Visitors are used with the permission of the University Archives, University of Virginia. The photograph of the Waynesboro street car is reproduced with the permission of William B. Alwood, III. The photograph of the dummy locomotive is from the Baldwin Locomotive Works Collection and is reproduced with the permission of H. L. Broadbelt. The maps of Charlottesville's street railway lines in the 1890's were drawn by Douglas W. Tanner, based on sketches provided by the author. The map of the Charlottesville and Albemarle Railway was drawn by the author.

The princpal sources used for this paper have been the Charlottesville Chronicle, the Daily Progress (Charlottesville, Va.) and its weekly edition, the business correspondence of Robert P. Valentine, the annual reports of the Virginia State Corporation Commission, the minutes of the Charlottesville City Council, the "President's Annual Report" of the Charlottesville and Albemarle Railway, and articles in the electric railway industry's trade magazines, Street Railway Journal and its successor, Electric Railway Journal. In addition, the Holsinger photographs provided an excellent pictoral record of the first decades of the 20th century. The records of the Corporation Court of the city of Alexandria provided a vivid picture of Charles J. Rixey's financial entanglements.

PHOTO CREDITS

All photographs marked **Holsinger** *are from the Holsinger Studio Collection, Manuscripts Department, Alderman Library, University of Virginia and are used with permission.*

1891 and 1895 maps by Douglas W. Tanner from a sketch by the author.

Piedmont Construction and Improvement Company stock certificate from Collection of Preston A. Coiner, Manuscript Division, Alderman Library, University of Virginia.

Charlottesville City and Suburban Railway stock certificate from Valentine Coal Company Papers, Manuscript Division, Alderman Library, University of Virginia.

1

LOCATION AND BACKGROUND

Charlottesville lies near the western edge of the Central Virginia Piedmont. This is an area of sharp relief, marked by strongly dissected topography. To the north of the city, Schenks Branch and other tributaries of Meadow Creek flow into the Rivanna River; to the south, Pollocks Branch and other tributaries of Moores Creek also flow into the Rivanna. These tributaries have cut narrow valleys a hundred feet or more below the irregularly-shaped rounded hilltops. The Rivanna River breaks through the barrier formed by the Southwestern Mountains and Carters Mountain just east of Charlottesville. West of Charlottesville are other outliers of the Blue Ridge, including the aptly named Ragged Mountains.

Near the top of one of these rounded hilltops, north of the beginning of Pollocks Branch, Charlottesville was established in 1762. The site was chosen to be a central location for the Court House of the "new" Albemarle County. (The previous year the General Assembly had divided "big" Albemarle County into three new counties.) It was incorporated as a town in 1801, and as a city in 1888. Originally the town consisted of about thirty squares, laid out in a rectangle on either side of the Three Chopt Road (Albemarle County's main east-west highway), which became Main Street. At first growth was slow, but by the late 19th century suburbs were beginning to grow outward in several directions, following the higher topography. Just west of the original town Main Street ascended a short rise, long known as Vinegar Hill, and then proceeded westward along high ground a little more than a mile to the place where the University of Virginia would be founded in 1819.

At first Charlottsville was not a transportation center. Though located on the Three Chopt Road, no important roads intersected here; it was not on a navigable waterway. (In the early 19th century, the Rivanna Navigation Company extended its canal as far as the site of the Woolen Mills, but this was more than a mile from the town.) The Three Chopt Road, an ancient trail dating back to earliest settlement, closely followed the north side of the Rivanna River through its gap in the Southwestern Mountains, and then crossed that stream at Secretary's Ford (located just upstream from the present Chesapeake and Ohio Railway bridge). After crossing Moores Creek near its mouth, it followed the high ground situated north of that stream (present Carlton Avenue and Broadway) to the east end of Main Street. Leaving Charlottesville, it followed West Main Street and Ivy Road to Staunton. In the early 19th century a new road (now East Market Street) between the mouth of Moores Creek and Charlottesville was built by the Rivanna, Rockfish Turnpike Company (which charged a toll for its use); similarly the road west of the town was rebuilt and operated as a toll road by the Staunton Turnpike Company.

The General Assembly of Virginia in April 1839 had authorized the Louisa Railroad to build an extension to Charlottesville, but actual construction of the line did not begin until about the middle of the next decade. The name of that railroad was changed to the Virginia Central Railway on February 2, 1850, just before its extension to Charlottesville was completed in the spring of 1850. Construction of the line westward to Staunton continued without stop, and by the late 1850's trains were running all the way to that city. The railway's route through Charlottesville and vicinity closely paralleled the Three Chopt Road.

Charlottesville's other railroad, today named the Southern, originally was an extension of the line from Alexandria via Orange to Gordonsville. This was a separate part, running from near Charlottesville to Lynchburg. It was opened in 1859, five years after the first part had been completed. The two segments were connected by trackage rights over the Virginia Central Railway. The beginning of the Lynchburg line, a point about midway between Charlottesville and the University of Virginia, was known as Lynchburg Junction. The Orange and Alexandria Railroad was consolidated, on June 1, 1867, into the Orange, Alexandria and Manassas Railroad, and that line was consolidated on October 15, 1872, into the Virginia and North Carolina Railroad. The latter changed its name on February 4, 1873, to Washington City, Virginia Midland and Great Southern Railway. That line, on February 12, 1876, organized a subsidiary, the Charlottesville and Rapidan Railroad, to form a connecting link between its two segments, and thus free itself of the need to pay rental to the Chesapeake and Ohio Railway for restrictive trackage rights. Construction began in 1879, and was completed in December 1880. This line was leased to

its parent company, which on January 1, 1881, was reorganized as the Virginia Midland Railway. This line soon came under the control of the Richmond and Danville Railroad; the latter company was reorganized and consolidated with several other companies on June 18, 1894, as the Southern Railway Company. The tracks of the Charlottesville and Rapidan Railroad passed just west of the town of Charlottesville. They followed Schenks Branch, and connected with the line to Lynchburg at Lynchburg Junction. This point became known as Virginia Midland Junction or The Junction, though officially it was the line's Charlottesville station.

These railroad lines (Chesapeake and Ohio and Virginia Midland), crossing at The Junction, cut Charlottesville and its suburbs into four parts. These four radiating lines were routes by which country dwellers travelled to and from town, resulting in increased business for the town's merchants; but also they were barriers to the growth of the city, for as the cuts and fills of the railroads crossed Albemarle County's hills and valleys there were few easy places for people and vehicles to cross the tracks. In addition, railroads generally refused to give street railways permission to cross their tracks at grade, and bridges and underpasses were too expensive for most street railway or real estate companies to build.

Railroad trains, though intended for intercity travel, were also used as an additional means of local transportation. Until near the end of the 19th century the University of Virginia was separated from the town of Charlottesville by undeveloped land; each had its own station on the Chesapeake and Ohio Railway. (The Charlottesville station was located at the east end of East Main Street; the University station was located near the place where West Main Street crossed the railway's tracks.) Until 1871, when the University station was discontinued, this was a popular way for students to travel to town; their crowding on the cars, preventing the conductor from collecting fares, was blamed as the cause of the discontinuance. However, the establishment of a station at Virginia Midland Junction in the early 1880's caused the situation to repeat itself. By 1892 many people were in the habit of getting on at one station, and off at the other, much to the annoyance of railroad officials and longer distance passengers; some were "beating" their way (without paying a fare). One exasperated conductor stopped his train half-way, and put off two people he accused of this.

The predecessors of Charlottesville's streetcar system were the various horse-drawn vehicles that were pulled over the town's unpaved streets. The one most widely used for public transportation, both in Charlottesville and elsewhere, was known as the omnibus. (The word in later years was shortened to 'bus.) These vehicles were employed in two different ways--scheduled service on a regular route, and non-scheduled service to varying destinations. City and resort hotels, which often owned and operated their own omnibuses as an accommodation for their guests, were the most common example of the latter usage.

The date that omnibus operation began in Charlottesville is unknown. The earliest reference found merely indicates that in June 1871 Bailey's omnibus line was in operation between the town and the University of Virginia. Later, Alphonso Dix Payne, owner of a well-known livery stable, began another omnibus line, also between the town and the University, in September 1883. It charged a ten cent fare each way. The editor of the Chronicle praised the line as a convenience, and urged public support. However, no more is known of this venture. Omnibuses were operated by Charlottesville's hotels. In 1866 the Farish House omnibus charged ~~charged~~ twenty-five cents to carry one person and a trunk from the person's house to the railroad station. Its successor the Colonial Hotel received a new omnibus from a manufacturer in Cincinnati as late as 1906. Even the Jefferson Park Hotel, in 1895 owned by a subsidiary of the street car company, operated an omnibus.

2

"WE ARE TO HAVE A CITY RAILROAD!"

At the end of the Civil War in 1865 the decision of many Virginians, including those in Albemarle County, was to get busy and rebuild the broken land. Crops were planted, and roads and buildings were repaired. At the same time there was bitter disappointment and despair, at least on the part of those who had worked hardest for the Confederacy. It is in this context of determination mixed with disappointment that the first movement toward building a street railway in Charlottesville took place.

On December 10, 1866, John Wood, Jr., one of the two delegates from Albemarle County in the state legislature, introduced a resolution to incorporate the Charlottesville and University Railroad Company. This action exemplified the determination that prevailed in Virginia in the short period of executive reconstruction that preceded the harsher Congressional reconstruction. At a time when money was scarce, and when the only local source of income was the land and its natural products, to aspire to build, equip and operate an animal-powered street railway between Charlottesville and the University of Virginia required determination and zeal. The reaction of the editor of the Charlottesville Chronicle, even before that bill had been enacted, was one of exuberant optimism:

> Think of it: we are to have a City Railroad, and Schenck's Branch hill is being lined with residences! We wonder when the little villages that have fancied themselves the rivals of Charlottesville, will have a City Railroad! Only one is talked of here at present; but there is, we are satisfied, enough female activity on Park Street, to warrant another there. It should pay for itself the first year.

The act incorporating the railroad was passed on January 15, 1867. The eleven incorporators named therein were all local Albemarle County businessmen or educators. They were: John T. Antrim, Edward Benner, James Lawrence Cabell, William Lynn Cochran, John Staige Davis, B. C. Flannagan, Joseph W. Lipop, John Barbee Minor, John L. O'Neale, Francis Henney Smith, and John Wood, Jr. Antrim was a merchant, Cabell was professor of anatomy and surgery at the University of Virginia, Major Cochran was a lawyer who in 1870 would be Mayor of Charlottesville, Davis was professor of anatomy at the University, Flannagan was a businessman engaged in several enterprises in Charlottesville including the Woolen Mills, a bank, and a dry goods store, Lipop was a jeweler, Minor was a professor of law at the University, O'Neale was a "land agent" (presumably a real estate salesman), Smith was professor of natural philosophy at the University, and Wood was an insurance agent and a member of the House of Delegates, but nothing is known about Benner. Nothing more about this project was reported in the Chronicle; it is doubtful that a company was even organized to carry out the terms of the act.

Perhaps this inactivity was due to the personal despair and political confusion that accompanied Congressional reconstruction (which in Virginia lasted from March 1867 to January 1870). Its end brought a return of economic optimism, which included a renewed interest in a street railway in Charlottesville. On February 7, 1871, a bill was introduced in the State Senate to amend the act incorporating the Charlottesville and University Railroad Company; this was passed by the General Assembly on March 6, 1871. The changes made were few, but perhaps significant. Major Moses Green Peyton was added as an incorporator; he was Superintendent of Buildings and Grounds of the University, and before the Civil War he had worked as a civil engineer for a railroad. The second change stated that the company would have the right to operate its cars "upon and over the highway leading from the said town [Charlottesville] to the University of Virginia," and then added the words "including the right to cross the track of the Chesapeake and Ohio railroad company." This was important, as University Avenue, the westward continuation of Charlottesville's Main Street, had a grade crossing with the Chesapeake and Ohio Railway just east of the University. Lastly, the capital stock requirement, formerly $15,000 to $50,000 in shares of ten dollars each, was changed to $10,000 to $50,000, in shares of one hundred dollars each.

The organization of the company proceeded slowly. In July 1871 the editor of the Chronicle reported "We have as yet heard of no parties bold enough to go into such a laudable, and, we believe, profitable undertaking." He pointed out the need, and probable success, of a local street railway. Two months later it was reported that nearly all the company's stock had been subscribed

to, and a possible completion of the line in 1872 was predicted. Planning for the line continued; Major Robert C. Redmond (an Albemarle County farmer interested in this project) was sent cost estimates for cars for the proposed street railway:

Office Philadelphia Car Works
3107 Chestnut Street
Philadelphia

Oct. 19, 1871

Robt. C. Redmond, Esq.
Charlottesville, Va.

Dear Sir,

Messrs. M. Baird & Co., of the Baldwin Locomotive Works, of this city, ask us to communicate to you the cost of cars such as are on the Philadelphia and Frankford Railway, &c; also, horse-cars, the capacity of the same, &c. We would beg leave to quote the following prices: for two-horse car, like the enclosed photograph, the car being 21 feet 10 inches from out to out, seating 22 passengers, backs and seats of fancy wood, for nine hundred and fifty dollars. One-horse car, length from out to out 17 feet 4 inches, seating 16 passengers, seats and backs of fancy wood, for eight hundred dollars. No. 2 one-horse car, from out to out 15 feet 4 inches, seating 14 passengers, seats and backs of fancy wood, seven hundred dollars. Cushion seats and backs add five per cent. Our cars do not have the seats on roof; they are altogether out of use at present, but we will let you know the extra cost of seats on roof, together with costs of first named cars, in a few days. Hoping [for your] orders, we are,

Yours truly,

J. G. Brill & Son

However, no cars were ordered, and nothing more is known of this enterprise. Not until over a decade later was the idea of a street railway in Charlottesville revived. On January 12, 1886, the State Legislature passed a bill again amending the 1867 Act of Incorporation. All seven incorporators were different from those previously named, and there were several other changes in the charter. The incorporators were: Clement Daniels Fishburne, Charles H. Harman, Randolph Frank Harris, H. Kestner, J. F. Scott, George M. Snodgrass and J. H. Snodgrass. Fishburne was a lawyer and president of the Charlottesville Town Council, Harman was a banker and a member of the Town Council, Harris was proprietor of the Charlottesville Agricultural and Iron Works and the town's Mayor, but nothing is known of the others. This third attempt to organize a street railway generated so little interest that it never was mentioned in the local newspapers; obviously, nothing came of it.

3

THE STREET RAILWAY IS BUILT

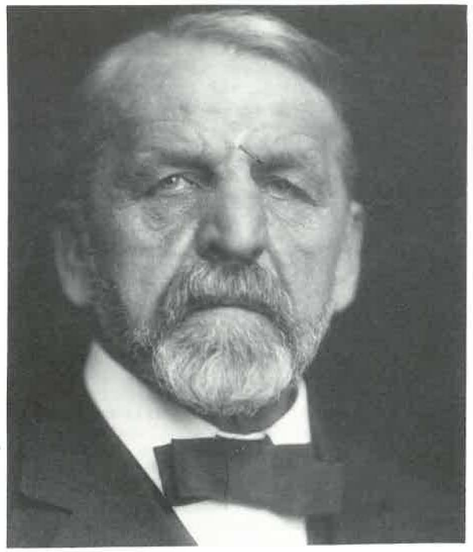
A new attempt to organize a street railway company in Charlottesville was soon made. At the Town Council's meeting on September 21, 1886, Robert Poore Valentine presented a petition for a franchise for a street railway, to run on Main Street from the town of Charlottesville to the University of Virginia. Because the petition "not being in form," action was deferred until the next meeting of the Council. Perhaps the absence of Mayor Randolph F. Harris and two of the six Council members was a contributing factor. On October 8 the petition was approved unanimously, and Aldermen Clement D. Fishburne and Charles H. Harman were appointed as a Special Committee to draw up the franchise in proper legal form. Also on September 21, S. Price Maury petitioned the Council for a franchise for a street railway, apparently to run on the same route as Valentine's. The Council also deferred action on this to their next meeting, but at that time took no action on it, which, in effect, denied it.

The franchise granted to Valentine and his associates, who were to be incorporated as a joint stock company, specified the exact streets in which the tracks could be laid, the rights the company possessed to dig up these streets to lay their tracks, and the limitations under which the work was to be done. The route specified was "From west end of Main [Street] along Main . . . to the C. & O. Depot, thence along 2nd Street [Seventh Street East] to High, thence along High to School [First Street] or Hill [Second Street West], thence to Main." Also, if it were desired to avoid the steep part of Main Street, known as Vinegar Hill, the tracks could use South Street to Hill, and that street to Main. The cars could be pulled by horses or mules, and they could carry freight as well as passengers. The grade of the tracks was to be the same as that of the streets in which they were laid; lumber, iron and other construction materials could be piled in the streets, provided that "Convenient travel [was] not unnecessarily interferred with" and that cross streets were not blocked. The company was to maintain the street area between the rails, and for one foot on each side of them. The construction of the railway was to begin within three months of the incorporation of the company by the General Assembly, and be completed within six months. A penalty of $500 was specified for failure to begin and complete the line in the periods specified. The maximum fare was to be five cents per person, and ten cents per package of fifteen pounds or less weight. A fee of $301 was to be paid to the Town of Charlottesville within ten days of incorporation, or the whole franchise would be null and void. The franchise was granted for a period of fifty years.

The Act of Incorporation, passed by the General Assembly on March 30, 1887, authorized the railway to run its cars on the highway leading to the University of Virginia (then outside the town of Charlottesville) and to any other point in Albemarle County. But an important restriction was that the "Street railway company shall not lay its rails across the track of the Chesapeake and Ohio railroad except upon the terms and in the manner agreed upon between the said street railway company and the Chesapeake and Ohio railroad company." The requirements for keeping the streets in good repair, and the maximum fare it could charge, were similar to those in the franchise from the Town of Charlottesville. One unusual condition set forth in the Act of Incorporation was that the "Company shall not transport passengers or freight on their railway on Sundays." However, this was repealed before the railway started operation.

The incorporators were: Charles Page Benson, Clement Daniels Fishburne, Thomas Clark Morris, Hugh Thomas Nelson, William E. Norris, Alphonso Dix Payne, Henry Daniel Porter, Robert Poore Valentine, William O. Watson, John M. White and James B. Wood. They were local business and professional men. Benson was a druggist, Fishburne was a lawyer and Cashier of the Bank of Albemarle, Morris was Valentine's bookkeeper, Payne was the owner of a livery stable, Porter was a farmer, Valentine was a wholesale dealer in coal and building materials, Watson was a clerk in the Chesapeake and Ohio Railway's Charlottesville station, White was judge of the County Court and an officer of the Peoples National Bank, Wood was the co-owner of a clothing store. Morris, Payne, Porter and Valentine were brothers-in-law.

The Act also specified that the company's capital stock was to be not less than $5,000, nor more than $50,000, divided into shares of $50 each. The stock was quickly subscribed (only 200 shares were issued), and the stockholders elected



Robert P. Valentine, January 1919, aged 66. **Holsinger.**

Alphonso D. Payne as President, Valentine as General Manager and Treasurer, and Henry D. Porter as Superintendent. In May 1887 Valentine, who owned the controlling interest in the stock, became President (retaining his other offices).

Valentine, aged thirty-five in 1887, was well on his way to a successful business career. He had been born and raised in Charlottesville, the son of a local merchant. After receiving only that education that was available from the town's public school, he started work at age sixteen as a clerk in a retail store. Four years later he established his own business, which his letterhead described as "Shipper and wholesale dealer in all kinds of coal and building material." He was the exclusive agent for much of the Virginia Piedmont for coal from many of the best mines along the Chesapeake and Ohio Railway. Its line across the Alleghany Mountains to Huntington, West Virginia, had been opened for traffic in January 1873; thus Valentine obtained his franchise just as the first coal was shipped from central West Virginia. His coal business was never incorporated or organized in any formal manner. Though in later years he became involved in many other businesses, he always continued this wholesale coal business as his principle occupation.

Even before the street railway company was incorporated Valentine began making inquiries of his business contacts and other people concerning railway supplies and equipment. The Tredegar Iron Works in Richmond replied that they did not make rails. Stuart M. Buck, a coal mine operator in Coalburgh, West Virginia, replied he did not know whether or not the rolling mill in Lynchburg made small size rails. The manager of the Robinson Coal Company (also in Coalburgh) recommended M. F. Maury, Cincinnati, Ohio, as a source of second-hand rail, and said their experience showed that a heavier rail offered greater economy in the long run.

Construction of the street railway began on Monday, May 9, 1887. Albert Gentry, an experienced railroad contractor, was in charge, and completion was expected in thirty days. The work began near the east end of Main Street, and proceeded westward down that street. The east end of the track was a little east of Fifth Street East, in front of the Luther R. Snead home, and the west end was east of the grade crossing with the Chesapeake and Ohio Railway. The line was single track, with one or two passing sidings. The line was laid with "T" rail, sixteen pounds per yard weight, on ties and on timbers known as "snake-heads." Even though construction was delayed first by failure of the rails to be delivered when needed, and then by heavy rains in late May, the work only required five days more than the predicted thirty.

The cars arrived on June 2, 1887, and attracted considerable attention. There were three four-wheeled closed cars; a fourth was obtained sometime in 1888. By June 11, 1887, the track was finished enough to allow trial operation of the cars. There was no lack of riders that first day:

> Mr. Valentine put the cars on the rails of our street railway at the University crossing, and brought them down town, loaded with boys to their utmost capacity. After they were vacated he tendered the complement of a ride up the road to several gentlemen, who accepted, and then they proceeded in triumphal procession, escorted by about a thousand boys of all shades and descriptions.

On Tuesday, June 14, the cars began running a regular schedule and there was much patronage. At the end of the first ten days of operation it was reported that there had been an average of 700 riders per day. The fare was five cents per ride, but wihin a few years a special fare of three cents per ride had been established for school children. Special cardboard tokens were provided for the latter to use. Street cars were new and unusual, not only for people living in Charlottesville, but also for its horses. On the first day of regular operation "A horse became frightened at the street cars and ran against a [gas] lamp post at the corner of Main & Church [Second, East] streets, knocking it awry."

Each car was pulled by one horse, except two were used on Vinegar Hill. The company started out with ten horses, which had increased to sixteen by December 1888. In the spring of 1891 mules were substituted, of which the company owned thirteen (as well as two horses). In February 1889 Valentine decided to add one or more open cars to his railway, and placed a classified advertisement in the Street Railway Journal: "Wanted to buy: Second-hand open cars, small size, 4 ft 8 1/2 gauge. Name maker, age, price." However, nothing came of this.

At its meeting held on July 17, 1887, the Town Council gave the railway company permission to change the location of its track near the end of East Main Street, so its route would be:

> [Starting] at some point east of Court [Fifth, East] Street, So as to run along the sidewalk South of the Zeigler property on Main street to intersect with 1st Street [Seventh, East] and thence South down 1st street to some point opposite the Central Hotel. . . . To make this change it will be necessary to use enough of the plat of ground known as the "Park" to permit the laying of the track and space enough on each side of the track to permit the cars to pass.

For the privilege of this extension for its track the Town Council required a payment of $50. The "Park," sometimes called East End Park, was a triangular area at the intersection of East Main and Seventh Streets. It is not known if all this extension was ever built; the part on Seventh Street East is especially doubtful.

Valentine purchased the property known as the "Park House," located on the south side of Main Street and east of Fifth Street East, in mid September 1887 for $1700. In October and November a car house and stables were built on this lot. They consisted of a two-story brick building, about twenty-five by eighty-five feet in size, fronting on Main Street; after uniform street numbers were assigned the building was known as 522 East Main Street. Outside the building there was a stable yard enclosed by a high fence. The base of operations for the street railway was transferred from its original car house and stables (whose location is unknown) to this one in late November or early December 1887. On the second floor of this building Valentine had his office.

On Main Street, just west of the center of Charlottesville, there is a steep grade about two blocks long, known as Vinegar Hill; in the 1880's it was steeper than today, and the street was narrower. Westbound cars needed an extra horse, sometimes called a tug horse, to assist the horses or mules pull the cars up the hill. One well-known tug horse was named "Old John." This large bay horse and his attendant, Marshall Baber, would wait at the foot of the hill.

> When the eastbound tram [street car] passed the corner, Old John would . . . leisurely walk out from his stand, [and] align himself parallel [to] the right hand track rail. . . . When the westbound car arrived, brother [Marshall Baber] would lift John's singletree from his back where it always rested between trips, attach it to the end sill of the trolley, and a "three horse team" motivated the tram to the top of the hill. . . . On reaching the crest, Old John would automatically turn to his right, his attendant would unhook the singletree and the tram would, without a stop, continue on its way. John, in turn, would go over to the right and get in the line of traffic and leisurely go back to his station at the intersection below, without the least guidance.

The street railway's responsibility to maintain the street between the rails of its track, and for a foot on each side of them, included trying to keep the level of the unpaved street equal to the top of the rails. But because of rainwater and the action of the horses' or mules' hooves as they walked between the rails pulling the cars, the rails usually protruded. People complained, and the City Council pointed out to Valentine that he was failing to comply with this requirement of his franchise. In October 1888 it was reported that the track in places was six inches higher than the street, with some of the ties showing. At its meeting that month the Council adopted a resolution stating that if the street railway did not immediately add ballast to the track, and make its grade level with that of the street, "The City Attorney [would] be directed to initiate legal proceedings to have the franchises of said Company abrogated and annulled." Apparently there was not much improvement, for in April 1890 the condition of the streets is the subject of a strongly-worded letter to the editor of the Chronicle:

> Just see Main Street! It is a disgrace to a village, and how much more so to a place calling itself a city. A manure and dust bonanza in dry weather, a mud puddle in wet; a horse-car railroad, with rails to jar humanity, shock horses and destroy vehicles, a hole here, a lump there, how can it be otherwise since it has not been macadamized for twenty years? And Vinegar Hill! Well named, to go up or down, on a horse or on foot, would sour a saint's temper. . . . [It is] wide at the bottom, narrow at top, yes, so narrow that it requires all of a rider's religion to keep him straight, when R.P.V.'s [Valentine's] two mule buggy has the right of way.

Vinegar Hill, because of its steep grade, probably was in the worst condition. In May 1889 Valentine sent the Committee on Streets of the City Council a letter proposing that he regrade Vinegar Hill, and he and the city share the cost equally. "If the hill was graded it would not wash as it does, both in track & other part of road." However, the Council rejected his proposal.

The success of the Charlottesville and University Street Railway encouraged residents of neighborhoods not on its route to suggest that it be extended. In October 1887 Valentine was urged to extend the western end of his line to the University Post Office. It was rumored in May 1890 that the street car line would be soon extended northward on Park Avenue as well as eastward to the Woolen Mills. In August of that year it was announced that the Development Company, which owned real estate to the east of Charlottesville, was making arrangements to have the Charlottesville and University Street Railway extended to its property.

4

LAND COMPANIES AND THE BOOM

Charlottesville in the late 19th century was a place of intense local pride. There was a competitive spirit, exemplified by an editorial statement, made at the time the Charlottesville and University Street Railway began operation: "We sincerely hope . . . that every citizen will feel bound to assist in supporting an institution that tends greatly to elevate Charlottesville above the plane of country towns." Charlottesville was growing in population, and the improvements being made to the roads and railroads leading to Charlottesville brought more business to its merchants. On March 2, 1888, the State Legislature amended the town's charter to elevate it to the rank of a city, and at about the same time approximately 170 acres were added to the city's area. An important part of the feelings of pride in their city and its growth by the citizens of Charlottesville was the belief that new business and manufacturing concerns needed to be established in Charlottesville. This growth was described by the editor of the Chronicle: "The year [1887] has been so quiet and the character of the improvements so unobtrusive, that many persons do not know what is going on. . . . There is no 'boom' in Charlottesville, but a steady growth."

Charlottesville did have a boom, with its height centered on 1890, but its effects were not as extreme as in the more southwestern parts of the state. The cumulative effect of advertising by the many newly-formed real estate development companies (often called land and improvement companies, in the language of that day), chambers of commerce, and local and and other newspapers was great activity in the real estate market, with increased prices being realized. In June 1887 the editor of the Chronicle reported:

> We learn that land in the vicinity of Charlottesville has greatly increased in value and that building lots are in great demand. In the past thirty days as many as twenty lots have been sold in the "Fife Addition" . . . at rates averaging about $600 per acre, which, for suburban property, certainly indicates a healthy market. . . . Also, east of town, . . . there has been ready sale of lots. . . . Never in our history has there been such a boom in real estate.

The oldest real estate development company was the Charlottesville Industrial and Land Improvement Company, organized March 22, 1889. Its first officers were Judge John M. White, president; Samuel B. Woods, vice president; Robert P. Valentine, secretary; its directors were local merchants and city officials. The wide scope of the company's activities and objectives was indicated in its charter:

> To engage in various manufacturing operations, to purchase, hold, lease, rent, improve, sell, exchange and otherwise deal in real estate, to negotiate loans, to buy and sell real estate upon commissions, . . . to subscribe to the capital stock of other companies, . . . to aid and assist persons of limited means in purchasing homes, and establishing and conducting manufacturing and other enterprises, and to undertake and conduct generally, all business usually carried on by land and improvement companies.

The first activities of this company, as reported in the Chronicle, are good examples of how its objectives, as set out in its charter, were transformed into business enterprises:

> What is the Land Improvement Company Doing? . . . They have bought over 200 acres of "Rose Hill" farm lying immediately north and adjacent to the city limits, for $10,000. This property they propose to lay off into town lots and place upon the market. In addition, they will locate industries there, some of which have already contracted to come. . . . There is to be a tannery, . . . a woolen mills factory and a white goods factory. . . . They are trying to interest the people in a big hotel.

Soon other companies were being organized. In March 1890 the Charlottesville West End Land Company was formed, with Charles H. Harman as president, to develop the area they named Preston Heights, north of the University of Virginia. The next month the Development Company of Charlottesville was formed to develop land east of Charlottesville; Robert P. Valentine was its president. Also, in this same period the

Belmont Land Company was organized to develop land southeast of Charlottesville; its president was Jefferson M. Levy. The editor of the Chronicle, after describing some of the recently purchased real estate areas, and the plans their developers had for dividing them into building lots, laying out streets and designating sites for manufacturing companies, summed up the feeling of many people concerning Charlottesville's progress and future growth:

> Who will now say that Charlottesville has no advantages to offer. Land, which some six or eight months past would not bring $3000, sells to-day for $10,000 or $15,000, and probably to-morrow can not be bought for $25,000. We have now four or five paying manufacturing industries, and in the course of a year will have more than double as many. We have now one mile of street railway, which has proven a success far beyond the expectations of the owners, in some months we will have five times as much. Charlottesville has been slow to move; but this very hesitation is a proof within itself of the genuineness of the great move which is now on foot.

Valentine had been closely involved with Charlottesville's real estate boom since its beginning. He was one of the organizers of the Charlottesville Perpetual Building and Loan Company, founded in March of 1886 to lend money so people of moderate means might be able to own their own homes, and he was a member of its Board of Directors until late in 1892. Three years later he was one of several men who met at Frank A. Massie's office and discussed the feasibility of organizing a real estate development company. He, Louis T. Hanckel and Moses Kaufman drafted a charter for the resulting Charlottesville Industrial and Land Improvement Company. When it was formally organized about a week later, Valentine became a member of its Board of Directors. In April 1890, a week after having been re-elected a director of that company, he and several associates organized another land company, the Development Company of Charlottesville; Valentine was elected its president. He made two trips to northern cities, selling its stock, in May 1890.

In addition to being a stockholder and officer in several real estate development companies, Valentine invested in (and speculated in) the lots they had for sale. On June 3, 1890, at the West End Land Company's auction, he bought two lots, costing about $200 each, located in Preston Heights. A year later he bought two more lots there and one in Belmont. In September 1892 he sold two of his Preston Heights lots for about $500 each. In March of that year he and William O. Watson paid $1,000 for a lot on East Main Street, near the Chesapeake and Ohio Railway Station. Near the end of 1892 Valentine built a brick warehouse, located at First and South Streets, which he leased to a wholesale grocery firm.

Valentine's warehouse, while it was leased by Charles King & Sons (a wholesale grocery firm whose main office was in Alexandria), was destroyed by a spectacular fire on May 31, 1897. In addition to groceries, it contained barrels of oil and kegs of gunpowder--the latter exploded, destroying the building. Valentine only had a small amount of insurance on the building, but in the spring and summer of 1899 he rebuilt it, again for use as a warehouse. This building, which had been leased by the Michie (wholesale) Grocery Company, was again destroyed by fire on the night of February 13-14, 1908. Valentine, in addition to owning the building, was a member of the grocery company's board of directors. The building, valued at $8,000, was rebuilt, but as a three story structure instead of one. Valentine leased the rebuilt warehouse to the Michie Grocery Company until early in 1925, and then near the end of that year he leased it to the Albemarle Grocery Company for a few months. This building still stands. It was last used as the Chesapeake and Ohio Railway's freight station, but now is vacant.

Probably the most elaborate land development project was that proposed by S. Price Maury and associates. In March 1890 they purchased Fry's Spring and a large block of surrounding land, located about a mile south of the University, and organized the Jefferson Park Hotel and Land Improvement Company to develop it. Maury, its president and general manager, was a native of Charlottesville, though he had lived for many years in San Antonio, Texas; some of his associates were local but others were from as far away as Chicago and England. The company proposed to build a large summer hotel near the spring, to sell lots for cottages, and to connect them to Charlottesville and the University by broad streets. Their plans also included the construction of a belt railway from the Virginia Midland Junction, via the Fife Extension (also called Fife's Addition) real estate development to Fry's Spring, and then via the University to a junction with the Charlottesville and University Street Railway near the latter's western terminus. Much of the route of the proposed line was owned by real estate companies, which quickly granted it a right of way, as it would greatly increase the value of their properties.

On March 25, 1890, Maury applied to the City Council for a franchise to operate his railway in the city's streets. He said the motive power would be "Either Horse Power, steam or electricity or some other noiseless motor." Apparently there was not much support for this venture in Charlottesville, for that same month the Chronicle reported:

> Those gentlemen interested in the proposed Fry's Spring Belt Line Street Car Railway say that they are willing to enter into bond to satisfactorily guarantee that, whether anyone in Charlottesville takes stock or not, they will begin and complete the line in the next four months.

Despite lack of local support, Maury went ahead with his plans. In April rails for the railway were ordered; in the same month he sold his property in Texas and moved to Charlottesville. Work on the railway began in early May, and by the middle of June it was reported that "One mile of the [rail]road is

already constructed, with the exception of laying the rails and about 700 feet of trestling." At Fry's Spring a pavilion and a club house were under construction. On August 30, 1890, the cars for the Belt Line Railway were shipped from Jersey City, New Jersey. It was reported that they would be running between the Junction and Fry's Spring by the middle of September. This progress caused the editor of the Chronicle to remember a poetic prophesy made twenty years earlier by James Fitz:

> The Locomotive Johnny Wood
> Will puff along the street:
> Pedestrians will surely then
> Have little use for feet.

Steam locomotives were one of the types of motive power proposed for the Belt Line Railway, and the editor proposed that "The name of a honored and enterprising citizen [be] perpetuated by one of these locomotives." As both James Fitz and John Wood were prominent local citizens of former generations, it is not clear which name the editor was proposing; nor is it known if his suggestion was followed.

Maury and his associates, even before the City Council had completed its study of their previous application, requested, on June 17, 1890, a franchise for another street railway. This one was to run on Market Street, from Union (Fourth, East) Street to the eastern city limits, and then to the Woolen Mills. Cars on the proposed line would be propelled by horses or mules or other power, and would run on a flat rail.

In August 1890 the City Council's special committee reported they had met with Maury, and that they and he had agreed on the streets to be used, the type of rail to be laid, and the restrictions on his use of those streets. An ordinance including these stipulations was to be drawn up for presentation at a future Council meeting. At its meeting on November 18, 1890, the City Council denied Maury's request for a franchise on East Market Street, but directed the special committee to continue the work of drafting an ordinance for his line on Ninth Street West and through the Fife's Extension real estate development. Louis T. Hanckel, chairman of the special committee, made an additional report on this at the Council's meeting in February 1891. He was directed by the Council "To secure for the city [title to] streets in said Fife's extension if it be deemed desirable."

Meanwhile, Maury and his associates continued the development of their property. Several large advertisements, which were printed in issues of the Chronicle in November and December 1890, provide interesting descriptions of the Jefferson Park Hotel and Land Improvement Company's proposed development, part of which was under construction:

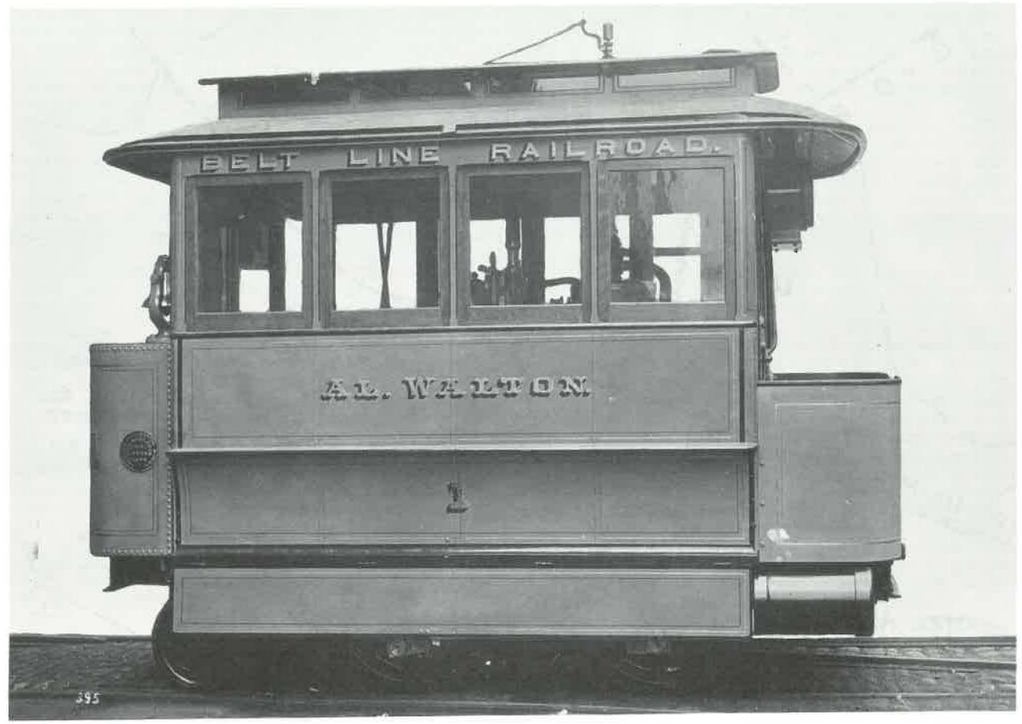
> The Hotel will be situated on a hill about 600 feet above the level of the sea. . . . There is a street car line running from the junction of the two [rail]roads to the Hotel. . . . It is standard gauge, so that private cars can run to the Hotel. . . . The Company owns 170 acres of fine land, much of which is covered with a pine forest. Twenty acres around the springs are to be used as a park. . . . The $50,000 hotel [is] contracted for and in course of construction; . . . Two miles of street car line [are] already finished; . . . An eight room Club house, Spring house, water mains and roads through the property [have been built]. . . . The Hotel to be built was designed by Gordon and Laub, . . . it will have 100 rooms, be lighted by electricity, heated by steam, have an elevator, bath rooms and fireplaces in many of the rooms, and over 400 feet of covered porches, ten feet wide. There will be no bar room, billiard room, or anything that would be objectionable in a family hotel. The Club house, already completed, is situated in the grounds and about 200 yards from the hotel. Guests can go to the University or city in five minutes by the Dummy Line, and baggage can be checked, without cost, to the Hotel from the Junction. . . . The lands of the Company will not be subdivided into little city lots, but in sizes to suit the demand, but not in less quantities than eighty feet front on main streets. . . . There will be no inducements offered for factories, shops, or anything of the kind, or auction of lots, as it is the intention of the Company to have it solely for residences and the Hotel a pleasant resort for families.

Included in the advertisements was a map showing the extent of the Company's land and the route of the Fry's Spring Railroad, as well as drawings of the Jefferson Park Hotel and Maury's new house. Construction of the latter was nearly finished, but work on the former was just getting started. The map shows the railroad's proposed route, running in nearly a full circle, which is why it sometimes was called the Belt Line.

The same illustration of the hotel appeared in an advertisement in the February 20, 1891, issue of the Chronicle. The company's name is given as the Jefferson Park Hotel and Street Car Company, and the hotel, now named Albemarle, "Will be ready for visitors in May. The Street Cars are here and will be run soon from Va. Midland and C. & O. Junction." In an advertisement dated May 8, 1891, it is stated for the first time, "The Street Cars are running regularly seven days a week." The next week's issue of the Chronicle reported:

> A large number of people visited Fry's Spring last Sunday [May 10, 1891]. . . . The car--only one was running--could not accommodate all who wished to ride. Since then two have been running daily. Mr. Maury tells us that both the car line and club house have been more than self-sustaining since operation was commenced.

The motive power for these cars, though not reported, was probably horses or mules. In June 1891 it was reported that the company had bought a dummy locomotive for its car

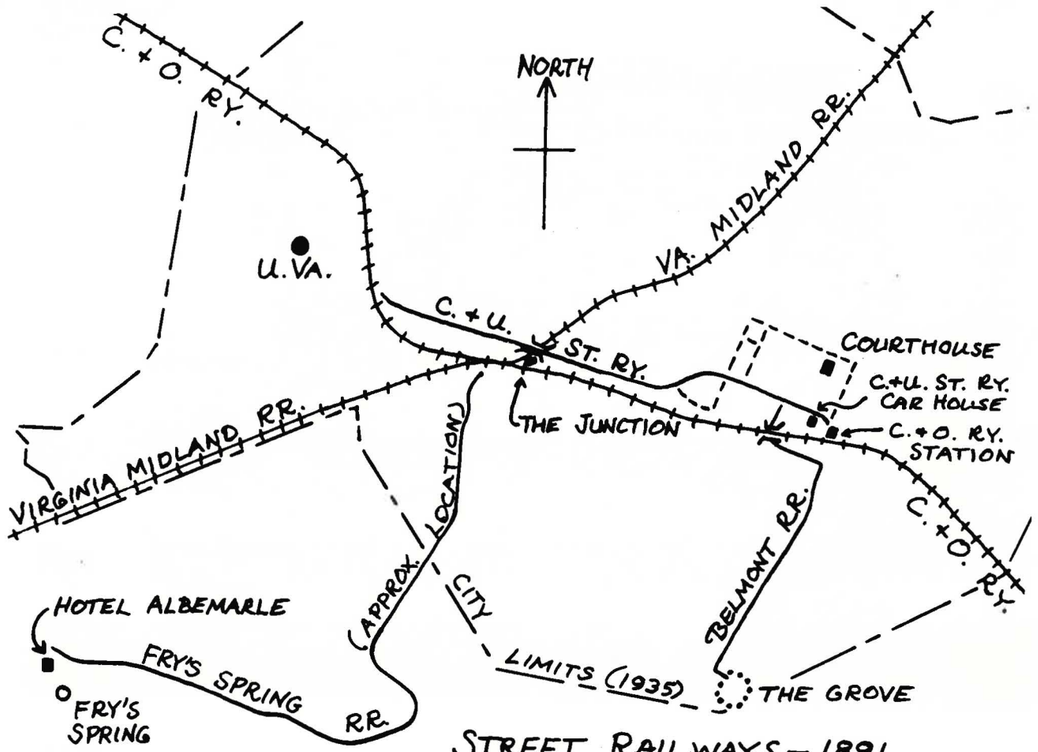


Neither the builder nor the appearance of the Fry's Spring Railroad's dummy locomotive is known. However, this locomotive, built in 1889 for the Belt Line Railroad of Rome, Georgia, shows how the Fry's Spring dummy might have appeared.
Baldwin Locomotive Works photo, from H. L. Broadbelt.

line; it arrived on July 11 of that year, and was expected to be put into operation soon. Because of this locomotive, the railway sometimes was called the "Dummy Line." (A dummy locomotive was a small steam locomotive whose boiler and running gear were covered by an enclosure that made it look like a street car, and thus would not scare the horses.) It is not known what type cars were pulled by this locomotive, but the horse cars already in use on that line probably served in that capacity. They may also have continued in use as horse-powered cars, as after the locomotive's operation commenced it was reported: "The railroad's facilities [were] more than doubled." In September, 1891, the company planned to purchase another large car. In that month the cars ran at intervals of forty minutes in both directions, with service being offered on weekday afternoons and all day on Saturday and Sunday. The round trip fare was ten cents.

Meanwhile, while Maury had been developing his property at Fry's Spring, Charlottesville's five real estate development companies had decided consolidation was better than competition. A single company would be stronger, and would be more successful in selling its stock and its lots, especially to people away from Charlottesville. A meeting was held on September 24, 1890, in the City Hall to talk about consolidation; representing the Belmont Land Company were James L. Gordon and Louis T. Hanckel, the Charlottesville Industrial and Land Improvement Company was represented by Judge John M. White and William R. Duke; the Charlottesville West End Land Company by Judge John L. Cochran and Frank A. Massie, the Development Company of Charlottesville by Lewis D. Aylett and Robert P. Valentine, and the Jefferson Park Hotel and Land Improvement Company by S. Price Maury and Robert H. Fife. After a month of conferences and after the editor of the Chronicle had impatiently complained "Why this delay in consolidating?," they agreed to do so. But that was not enough, the editor pointed out: "The co-operation of other property owners, and the conservative and moneyed class who have not heretofore extended active aid to the development of the city, is necessary to accomplish success."

Finally, on November 27, 1890, a charter was granted to the Charlottesville Land Company, which controlled through stock ownership four of the older companies; the Jefferson Park Hotel and Land Improvement Company did not join in the association. Thomas S. Martin, an attorney for the Chesapeake and Ohio Railway, was chosen to be the first president of the new company. The Chronicle proudly reported: "The directory [Board of Directors] will be made up of our wealthiest and most conservative business men



STREET RAILWAYS — 1891

—— IN OPERATION

- - - - AUTHORIZED BUT NOT BUILT

embracing bank officials, government officials, important railroad men, capitalists and business men. It will be the strongest directory of the ablest, most influential and wealthy men living here and from a distance that ever engaged in any enterprise in Charlottesville." The Company's Prospectus, published in early December 1890, indicated what it owned, and what it hoped to accomplish:

> The capital stock has been fixed at $2,000,000 to be divided into shares of $100 each. . . . The Company has actually purchased about 900 acres of land at a cost of $186,125, and has contracts giving it the control of and the right to purchase about 110 additional acres. . . . These lands be in and adjacent to, and almost belt the city of Charlottesville. . . . There will be a distribution of lots . . . , at which distribution every holder of four shares of stock will receive a lot. . . . The chief objects and purpose of the Company will be to lay off, improve, beautify and dispose of such property as it has or may determine to acquire. In promotion of that object, it will undertake to advance and encourage the growth and development of the City of Charlottesville on the lands of the Company. It will extend and construct proper streets and avenues, and extend into its property, as far as practicable, street railways, water, gas, and electric light privileges. It will devote its energies and capital also to the introduction and establishment of new plants, manufacturers and industries. . . . Ample ground will be reserved for parks, hotels and industrial enterprises."

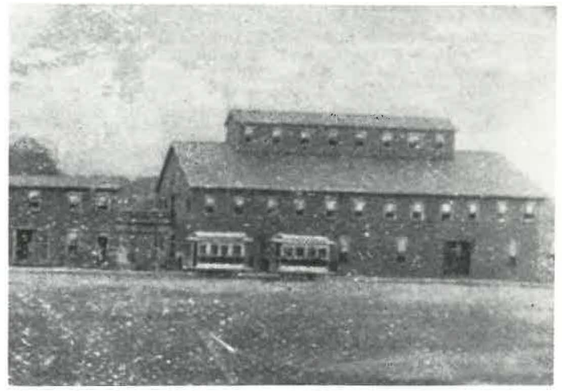
The Charlottesville Land Company, following the example of the Jefferson Park Hotel and Land Improvement Company, also decided to build a street railway through its properties, and thus increase their value and their attractiveness to prospective buyers. In a map published by the company and dated November 29, 1890, this proposed line, and the existing street railways, were shown. The route of the new line had the shape of an irregular figure eight. The smaller half of the route ran through Carlton (owned by the company) via Carlton, Randolph and Franklin Streets, and then (after crossing under the Chesapeake and Ohio Railway) returned by East Market Street (which was bordered on its north side by The Farm, owned by the company) to its starting point at Seventh and East Main Streets. The route of the other loop started at the same place and ran via Seventh, High, Second and Perry Parkway to Rose Hill (owned by the company). The route followed Cynthiana Avenue through Rose Hill, then followed a small stream valley until the route crossed Preston Avenue and then entered Preston Heights (owned by the company). Here the route first ran between Rugby Road and Cabell Avenue, and then followed Fifteenth Street and the east side of the Chesapeake and Ohio Railway right of way to the intersection of Fourteenth Street and University Avenue, where it joined the already-operating Charlottesville and University Street Railway's route. The map also showed both the existing route of the Fry's Spring Railroad, which ran through Olinda (owned by the company), and its proposed extension, which (according to this map) was to run from Fry's Spring via the Jefferson Park Hotel and Land Improvement Company's land to the intersection of Fourteenth Street and University Avenue. This impractical route of the Charlottesville Land Company's proposed street railway was a real estate salesman's dream, and indicated that Charlottesville was experiencing more of a "boom" than the ever-optimistic editor of the Chronicle wished to acknowledge. Even that company admitted that the map's routes were only possibilities, for the announcement, made in February 1891, saying its street railway's construction would begin that spring, also said the route had not yet been determined.

Soon thereafter a route was chosen; curiously, this ran from downtown Charlottesville to Belmont (a development owned by the Belmont Land Company, a subsidiary of the Charlottesville Land Company), which was one of the only two developments shown on the November 1890 map as lacking a proposed street railway. The Belmont Land Company had acquired in about 1890 the farm of that name, and had divided its 300 acres into about 1500 lots. Near the southern edge of the property, overlooking Moores Creek, was a wooded knoll, which the developers set aside as a park, and which they named "The Grove" (now Belmont Park). The Charlottesville Land Company made a contract with William J. Ficklin to build a street railway along the chosen route, via Monticello Avenue and Avon Street, to "The Grove;" its construction was to be completed within ninety days, or before about July 1, 1891. In addition, Ficklin agreed to operate the Belmont Street Railroad for four years, running cars every half hour every day including Sunday. He lost no time getting started, and on March 17 was granted a franchise by Albemarle County for the portion of the line in that county. In early April he bought the rails and ties needed for the line.

On May 19, 1891, Ficklin submitted a request to the Mayor and City Council of Charlottesville for permission to build, operate and maintain the portion of the Belmont Street Railroad that was within the corporate limits of the city. Permission was granted that day. The Charlottesville portion of the new line started at the intersection of Fourth Street East (formerly Union Street) and Main Street, ran south on Fourth Street and then east on South Street to Monticello Avenue (also called Belmont Avenue); it then ran south on the latter to the city limits. By using this route the line passed under the Chesapeake and Ohio Railway via the Union Street underpass. (This underpass, one lane wide, had been built in 1883 to replace the grade crossing of old Scottsville Road (modern Sixth Street, East). It is still in use in 1983.) The franchise required that the railway be in full operation within six months from date of its approval. An important provision was that "This franchise is granted Subject to all Ordinances and regulations of the City in reference to the Control over and Government of street Railways."

The Belmont Street Railroad began regular operation in early July 1891, as on July 10 it was reported that cars "have been running regularly now for several days." Earlier, several experimental trips had been made in the days just before June 26. These trial runs ran from "The Grove" only as far as the Chesapeake and Ohio Railway station (near the corner of Monticello Avenue and South Street). Regular operation apparently was over the full authorized route, as the Chronicle reported: "The cars will start from Keller's corner," apparently a reference to the hardware store of Spooner and Keller, at East Main and Fourth Streets. There is no information about the number of tracks or locations of sidings, but a guess would be that the line was single-track with one passing siding on Monticello Avenue. The line had at least two cars, but probably not more than three; they were pulled by horses. No description of the cars exists, but a single photograph, published in March 1893, does shows two cars, which might have run on this line, in front of the Enterprise Mills. The photograph is quite small, and it shows only that these are closed cars with open platforms, and four windows in each side. The location of the car house and stables is unknown; however, the buildings of the Enterprise Mills (owned by the Enterprise Construction Company, another subsidiary of the Charlottesville Land Company), located on Monticello Avenue just south of the Chesapeake and Ohio Railway tracks, may have been utilized for this.

This muddy picture of the Enterprise Mills sawmill and furniture factory shows two Charlottesville horse cars in front. **Wampler photo in "Public Opinion," 14 (25 March 1893) 596d.**

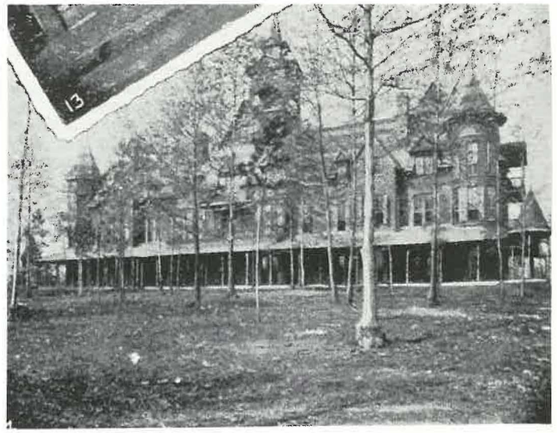


The Charlottesville Land Company was pleased with the initial success of its Belmont car line, and took steps to improve "The Grove." A large pavilion was built there in July 1891, a well was dug to supply drinking water, and it was renamed "Belmont Park." Several other improvements, including electric lighting, were planned. The editor of the Chronicle, with characteristic optimism, described Belmont Park as an attractive place to get away from the noise and dust of the city; the park "should become a very popular resort when improved and beautified.

The future of the Belmont Street Railroad was not to be as rosy as it appeared to the Chronicle's editor. At its meeting on August 4, 1892, the City Council passed a motion, submitted by Dr. Wilson Cary Nicholas Randolph, "That the Committee on Streets be directed to require the owners of the Charlottesville & Belmont Street Cars to remove their tracks from Main Street to Belmont Avenue." It is presumed this action was caused by the railway's failure to maintain the surface paving of the streets in which it ran at the same level as the tops of its rails. Exactly when the line ceased operation is unknown, but on September 9, 1892, the Chronicle reported that the track within the city limits was being taken up, and the street put in its former condition. In early November it was reported that the Charlottesville Land Company had turned down an opportunity to sell the ties and rails of the Belmont Street Railroad; instead the company appointed a committee to see if some arrangement could be made whereby that line could be put back in operation in connection with the Charlottesville and University Street Railway. Robert P. Valentine, who at the time was both the Vice President of the Land Company and the President of the latter street railway, probably was on this committee; perhaps the Land Company hoped to reopen the Belmont line under the latter railway's franchise, as a way of getting around the City Council's cancellation of the former's franchise. However, no action was taken.

While the Charlottesville Land Company was improving its Belmont Park, and building the street railway connecting that place to the center of Charlottesville, the Jefferson Park Hotel and Land Company was adding the finishing touches to its hotel, and transporting passengers on its railway. Both companies hoped that their railway and hotel ventures would increase business for their primary activity: selling real estate lots. Ficklin, Farish, and Company, Investment and Real Estate Brokers, advertised in November 1891: "Buy your lot now! . . . If you buy now we can give you a beautiful lot right on the street car line in Belmont for $200."

By the end of 1891 the Hotel Albemarle was nearly completed, lacking only the installation of its boiler and elevator, and a small amount of painting. A later report (May 1892) indicated that the furniture was in place, and the building (referred to as the Jefferson Park Hotel) probably would open the following week. Finally, on June 3, 1892, came the announcement: "The Hotel Albemarle is now ready to receive boarders."

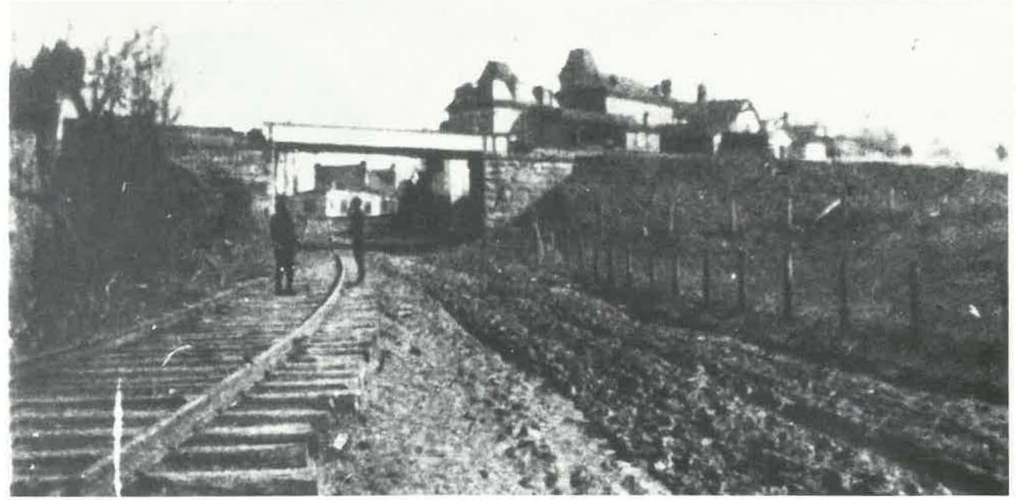


The Hotel Albemarle. Photo by Wampler. From "Public Opinion," 14:596c (25 March 1893).

During that winter of 1891-92 the Jefferson Park Hotel and Street Car Company was also improving its railroad to Fry's Spring. Construction had begun on "a suburban depot on the V. M. R. R. [Virginia Midland Railroad] to be placed on the grounds of the company and utilized as a depot for the Dummy Line." It is not clear whether this station for passengers using the Dummy Line was located at the Junction, or at Fry's Spring. Later, it was reported that the locomotive and one coach of the railroad had derailed on May 29, 1892. Apparently the line was closed part of that summer for repairs, including the rebuilding of its trestles. Regular operation resumed August 20, 1892. At this time the company was interested in buying another car. A new schedule was issued in September; there would be eight or nine trips each way per day.

The Fry's Spring Railroad had been built and operated by the Jefferson Park Hotel and Land Improvement Company, operating under the authority of the latter's charter. However, on February 29, 1892, the State Legislature approved an act which incorporated the Fry's Spring Street Railroad Company as a separate corporation. Its incorporators were: E. L. Handy, James Archer Harris, Reuben Maury, S. Price Maury and Francis R. Welsh (or Welch). The Maurys were sons of Jesse Lewis Maury, of Albemarle County; Harris, born in Australia, had emigrated to Virginia from England in 1873; Welsh lived in Philadelphia. As these incorporators also were officers and/or directors of the Jefferson Park Hotel and Land Improvement Company, it appears that the railroad was a subsidiary of the latter company.

Though a franchise for that portion of the Fry's Spring Railroad that was within the city limits had been requested in March, 1890, it never had been granted. Most of the line was in Albemarle County. The special committee of City Council had recommended in June 1890 that an ordinance be drawn up; their last report, made in February 1891,



Jefferson Park Avenue was barely passable in this picture made about 1895 at the C & O overpass. From Mrs. Edwin Betts.

implied that the city needed to acquire title to certain streets in Fife's Addition, before Maury would be granted his franchise. However, he apparently did not let the lack of a franchise stop the operation of his railway. Even though the line began operation in early May 1891, he and the city a year later had not agreed on the terms and conditions under which his line would operate. At its June 1892 meeting the City Council directed its Streets Committee to notify Maury "that the City Protests against the running of his Dummy Line Railroad within the City Limits." The warning implied in this protest must not have been heard, for at its meeting on November 10, 1892, the City Council adopted a stronger measure. The Street Commissioner of the city was instructed to notify the railroad company to remove its tracks from the streets within the city limits by January 1, 1893. If the order was not obeyed, the Street Commissioner was ordered to use city personnel to remove the tracks, and to charge the cost to the railroad. In addition, use of its steam-powered dummy locomotive on the streets of the city was forbidden after Novembver 15, 1892.

Despite the strong language, the line remained in operation. Apparently the repairs made in the summer of 1892 had not been thorough, because in 1893 more repairs were made to the trestles and elsewhere on the line. In August of 1893 the Daily Progress reported "new timbers have been placed in the trestles, and passengers are assured that they are perfectly safe." Operation resumed in the middle of August, on a thirty-minute schedule. In addition, a waiting room had been built at Fife's trestle, which was located about 150 yards from the Junction. However, there were more difficulties. On the evening of August 24, 1893, when advance advertising had said that the Fry's Spring Railroad would make extra evening runs for the benefit of those attending a special concert at the Hotel Albemarle, the dummy locomotive broke down, and many people living in Charlottesville missed the concert.

It is not known how the Fry's Spring Railroad reacted to the city's order to cease operation. Since the city limits then were not far from the Junction, it is possible that operation was abandoned in the city, but continued in Albemarle County. Indeed, the above reference to the waiting room at Fife's trestle, which probably was just inside the city limits, makes this supposition seem likely. It is presumed that the new waiting station was just south of the trestle, and on a corner of Robert H. Fife's estate, "Oaklawn." It is also unknown if the Fry's Spring Railroad ever operated after the breakdown of August 24, 1893. The next news of the line is March 1895, when the rails were sold to the Goldsboro (North Carolina) Lumber Company, for use on its railroad. The locomotive is said to have remained, abandoned and forgotten, near the Junction until about World War II.

The fortunes of the Hotel Albemarle also suffered a steep decline. In December 1890, while it was under construction, the Jefferson Park Hotel and Land Improvement Company in their advertisement had said the hotel would cost $50,000, but then explained that the builder had received $50,000 in the company's stock in exchange for the hotel's construction. At the beginning of 1892, in a summary of the events of 1891, the Chronicle included the Hotel Albemarle in a list of buildings that had been erected in 1891, and said its value was $40,000. It opened at the beginning of June 1892. The company was placed in receivership about September 1, 1893, and on February 5, 1895, the hotel, Fry's Spring and all associated land were sold for $12,750; at that time this was considered a fair price.

5

THE PROPOSED EXTENSION

During the busy years of the "boom" time, the Charlottesville and University Street Railway was not idle. Its riders increased, 26,650 more passengers being carried in the twelve months ending November 15, 1890, than in the preceding twelve months. In June 1890 the company built a waiting room for its passengers at the west end of its line.

The Charlottesville and University Street Railway's Act of Incorporation, approved March 30, 1887, had given that company the right to build and operate its railway on several other streets in downtown Charlottesville, in addition to Main Street. The line on that street had been built and completed within the required six months. Now, almost four years later, Robert P. Valentine, president of the railway, requested permission from the Mayor and City Council of Charlottesville to extend his street railway along the other streets specified in his charter. He noted that the act of incorporation had said the cars were to be operated "By Horse, Mule or Other Power," which would be done. His request continued: "Having in contemplation the use of electricity as a motive power, we respectfully ask you to instruct the Committee on Streets to designate where the poles, and appliances to operate said Railway shall be placed." This letter was presented on January 30, 1891, to the City Council by Clement D. Fishburne, a member both of the City Council and of the railway's Board of Directors. It was approved the same night, in almost the same words as the request. The Council emphasized its preference for electricity: "Said Company May . . . use Electricity along all its lines as motive power." They also added: "Provided further that steam power shall not be used." Not only the City Council but also the editor of the Chronicle approved the proposed extension:

> This track, running as it will along High street, and connecting with the Main street line at both ends, will be a great convenience to all persons living on High, Park, First, and a number of other streets; and will serve to fully develop that part of the city as the established residence portion. . . . The electric system will also be a great improvement.

Valentine looked favorably on electricity as a motive power for street cars, and as early as the late 1880's had made inquiries about it. The Rhode Island Locomotive Works in November 1888 had replied to his inquiry, saying that the cost of a motor and other electricial equipment for one car would be $1,200. In addition, he was told that an electrically-powered railway "can be operated for about half of the expense of a horse railway." He was referred to the Bentley-Knight Electric Railway Company of New York City for more information. His inquiries continued; in early May 1891 it was reported that "Representatives of two electric equipment companies are in the city, negotiating with Mr. R. P. Valentine for furnishing the Charlottesville and University Street Railway Company with electric equipments."

However, Valentine's planning of his new extension, and of the possible use of electric power for his street railway, was not without interruptions. In November 1891 an irate (and rain-soaked) would-be street car rider complained, in a letter to the editor of the Chronicle:

> Last night [November 10, 1891] I had the misfortune to attend an alleged performance at the Opera House, and becoming weary of witnessing the feeble attempts of the actors I started for Wright's Hotel about 10 p.m., comforting myself with the fond delusion that the public-spirited horse car company would have a car for the unfortunates on such a rainy night as it proved to be. But alas! the public spirit of the aforesaid company had evaporated with the rain, and I was compelled to walk.

Usually the horse cars stopped running soon after dark, but on nights when entertainments were planned, at the Levy Opera House, or at the Public Hall in the Rotunda at the University, for example, the cars would run later. In the case complained of, Valentine replied that very few people had ridden the cars to the performance that night, and therefore it was not thought necessary to run them afterwards!

CHARLOTTESVILLE AND UNIVERSITY
Good only for Children going to or coming from School.
R. P. VALENTINE, Pres't.
STREET RAILWAY.

A school ticket shown twice natural size. These thin cardboard tokens were printed on only one side and sold for $3.00 per hundred. **Valentine Coal Co. Papers, Manuscripts Dept., Alderman Library.**

However, Valentine had a more serious interruption a few months later. On February 2, 1892, the stables and car house of the Charlottesville and University Street Railway were discovered to be on fire. This was not the first time the stables had been on fire, for in the night of April 1, 1889, the hay stored there had caught fire, "and it took quite a lively fight to extinguish it." The 1892 fire, however, had made considerable headway before being discovered between 4:00 and 5:00 AM. When discovered, it had already spread to the adjoining residence of Captain A. Long. A general alarm was sounded, and the Volunteer Fire Company went to work. The fire in Captain Long's home was soon under control, but the stables and car house were very severely damaged. Six mules were killed and three injured; all four of the the company's cars were destroyed. Old John, the big bay horse that helped the mules up Vinegar Hill, is said to have jumped over the stable fence and fled to his attendant's home. Most of the company's loss, which was variously reported as about $1,000 or $1,200, was covered by insurance. The Belmont Street Railroad loaned the Charlottesville and University Street Railway two cars, and the latter's line was back in operation the same morning as the fire.

Within less than two weeks, Valentine had made a quick trip to New York City, where he bought six cars to replace the four destroyed in the fire. These cars had been built by the Lewis and Fowler Manufacturing Company of Brooklyn, New York, but it is not known whether they were new or second-hand cars. They were described as being "much handsomer than the old ones." The new cars were shipped on March 3, 1892, and were expected to go into operation by the middle of that month.

The expenses required to repair the fire-damaged car house and stables and to buy the new cars, and the anticipated expenses of the new extension, were more than Valentine could finance from the railway's current earnings and from the insurance reimbursements. His recourse was to borrow money. However, apparently feeling that the railway's charter was too restrictive, he first obtained from the state legislature an amendment that allowed the company to issue as much as $100,000 of capital stock, rather than $50,000. In addition the words "or extension" were added, so the charter would read, "Said company shall have power to pledge by mortgage, deed of trust or otherwise, their corporate property and franchises to secure any bonds or notes issued by them for the construction or maintenance, or extension of said railway." Following this a first mortgage loan for $36,000 was arranged with the Bank of Albemarle, Charlottesville, and the Merchants National Bank, Baltimore; but only $22,000 of it was issued. These six percent bonds were dated 1892, and due in 1912.

The plans for extension of the Charlottesville and University Street Railway, though postponed, had not been given up. In March 1892 it was reported that Valentine had decided the first part of the new extension to be constructed would be on Seventh Street East, and on High Street from Seventh to the Courthouse. Work was to begin immediately, and completion was predicted for April 1. On Seventh Street it would pass the Piedmont Female Institute, and its end at the intersection of High and Park Streets would be next to the Levy Opera House. However, work was not begun, but in the middle of May the Chronicle reported that work on the extension would begin "in the immediate future and possibly this week." By early June the work had progressed only as far as distributing piles of rails along the streets for which the extension was planned.

At the City Council's regular monthly meeting held on June 9, 1892, Fred M. Wills, after mentioning the piles of rails, said he had doubts whether there was legal authority for further extension of the street railway tracks. Therefore, he submitted a resolution calling for the Committee on Streets to investigate, before any extension was built, and to report to the Council concerning the type of legislation that was needed. Dr. Wilson C. N. Randolph, chairman of that committee, replied that the matter was being investigated; they had asked Stephen V. Southall, the city attorney, for legal advice. The latter replied that, in his opinion,

> The city can require the railway company to remove and replace its railway [track] at its own expense. . . . The company must relay its railway in a proper manner, and with suitable rails, so that the usual and appropriate use of the street may not be impaired.

Less than a week later, at a special meeting of the City Council, held on June 12, Wills again spoke on the matter of the street railway. He stated that the street railway company

> Has failed to Comply with the letter or spirit of the Contract under which it was constructed as regards approaches to track on either side & road way between the rails as is shown by report of Committee on the 16 Octo. 1888, and also by the Condition of said approaches and Roadway at different points along the line of said road, almost at any day during the years since said report.

He added that it was not in the public interest for the railway company to extend its line until assurances were given of that company's intention to comply with the terms of its franchise. Those assurances should take the form of keeping the line already built in such condition that it would not obstruct traffic over or across it in any direction. In conclusion he said:

> Judging from the Manner which the said Company has Kept its line already Constructed, We may expect . . . that the streets through which the extension is Contemplated would be rendered practically a Nuisance as drives either for pleasure or business, . . . except when in the street railway Cars, should the extension be allowed. Therefore; Resolved that the action of the City Council of the 30th Jany 1891 Authorizing the Charlottesville and University Street Railway Co. to extend its line of railway through Certain streets of our City, be, and is hereby rescinded.

Dr. Hugh T. Nelson (who lived on High Street) added that he was sure that in wet weather High Street would have deep mud holes, leaving the ties and rails of the street railway exposed as much as six inches above firm ground, thus ruining the street as a carriage road. Wills' resolution, and its preamble, were referred to the city attorney for his opinion on the legal questions involved.

Southall reported back to the Council at their meeting on August 4, 1892. It was his opinion that the ordinance adopted by the City Council on January 30, 1891,

> Was a renewal of a contract . . . made by the City with the promoters of the railway at the time of its establishment. . . . If the Council is of the opinion that the privilege accorded by this ordinance will result in rendering the streets involved in it almost, if not altogether, useless for ordinary purposes as streets, then, in the exercise of its police power, the city can recall said privilege, especially as the railway company has not as yet availed itself of it.

The Council did not take any action as a result of this report, but filed it for future use. However, work on the extension was stopped.

People in Charlottesville still were concerned over the condition of the street railway, and in March 1893 the Grand Jury was asked to investigate. Its members were given a free ride over the entire line. Their report stated that the line was in as good condition as could be expected, in light of the recent spell of bad weather. It was recommended that the Street Commissioner cooperate with the street railway so the macadam surface could be kept as high as the rail head; also the road bed should be raised where needed. This investigation seems to have been successful, for at the next meeting of the City Council (April 13, 1893) Valentine requested permission to use crushed rock from the city's quarry as ballast for his railway. By May 1893 the space between the rails had been filled, so much so that some got on top of the rails, giving the passengers a jolting ride. The Daily Progress recommended a ride over what it sarcastically called a rapid transit line as being a splendid aid to digestion, because of all the bumps.

The editor of the Daily Progress enjoyed making fun of the mule-powered street railway and at the same time being sympathetic toward the mules. With this in mind, that newspaper published in April 1893 its instruction manual on street car mules:

The Progress Primer

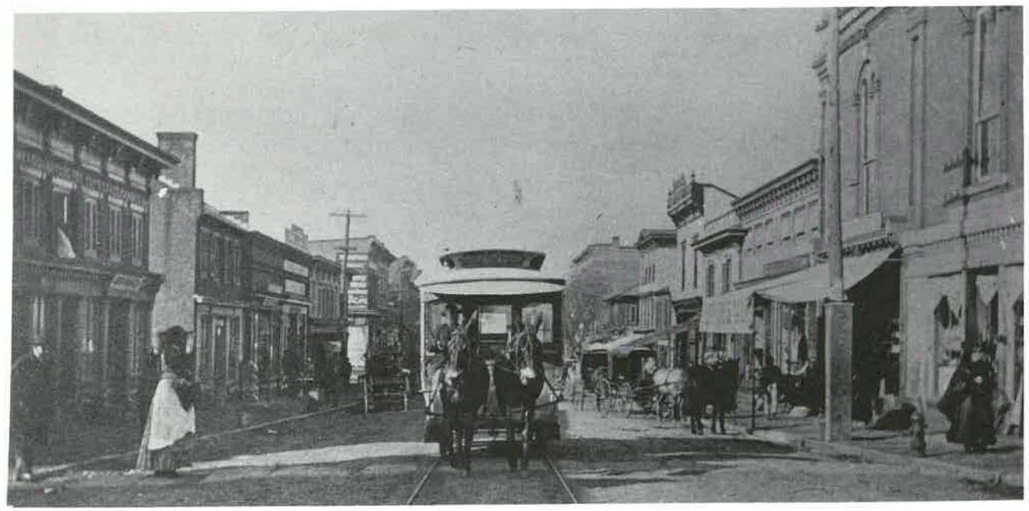
> See the mule. He is pulling a street car up The Hill. He does not walk fast because The Hill is very steep and he will get to the end too soon. Does the mule work all the time? No, he rests half an hour at all the stations along the line. The mule lives to be very old and spends most of his days pulling street cars in this City. . . . The bad man whips the mule, but the mule will lay for him. . . . Children, beware of the street car mule.

In the following month the news of the mules was sadder: "Our 'rapid transit' line was somewhat interferred with this morning [May 20, 1893] by the death of one of the mules. Poor mule, he has ceased from his labors, and is now at rest."

The humor with which the Daily Progress made fun of the obsolete mule-powered cars and their slow motive power, and the close way that the City Council insisted that the Charlottesville and University Street Railway Company obey the rather general clauses in its franchise regarding the condition in which the company should maintain the street adjacent to its rail line, were indications of a general dissatisfaction on the part of many citizens of the city with an animal-powered street railway. The City Council for the 1891-93 term included five men out of a total of twelve who previously had not been on the Council; these were James S. McCue, A. N. Peyton, Dr. Wilson C. N. Randolph, William J. Tyson, and Fred M. Wills. Their new opinions and/or the changing times, gave the Councils of 1891-93 and succeeding terms an approach to street railways that was questioning and critical of old ways, but interested in new technology.

6

COMPETITION



A mule car of the Charlottesville and University Street Railway. View looking west at 4th and East Main. This is probably one of six cars placed in service in March 1892 which operated until mid-January 1895. **Gift of Ralph Thompson. Manuscripts Department, Alderman Library.**

The City Council and many other residents of Charlottesville undoubtedly were aware of the electrically-powered street railway that had been built and operated successfully in Richmond, Virginia, in 1888, and which soon was copied in many other cities. Therefore, they probably were not surprised when Daniel Harmon presented on December 14, 1893, a request for a franchise to operate a new line of street cars on certain streets of the city. It was referred to a special committee of the Council for study. Though it is not mentioned in the Clerk's brief report of Harmon's request, it is quite likely that the Council knew that the Piedmont Construction and Improvement Company, for whom he spoke, intended to operate its cars using electric power.

During 1894, while the City Council struggled with the controversies raised by the Piedmont Construction and Improvement Company's franchise requests, and while the promotors of the latter company struggled with the problems of designing an electrically-powered street railway and obtaining the capital to buy its equipment and build its line, Robert P. Valentine, President of the Charlottesville and University Street Railway Company, worried with the problems of rebuilding that line as an electric line in a manner satisfactory to the City Council. On May 22, 1894, it determined "That a full grooved girder rail [should] be adopted for the Electric line [to be] Operated by the Charlottesville & University rail road." Valentine wrote the Council on June 13th and explained that girder rail was not suitable for use with macadam streets (composed of loose crushed rock, compacted by rolling). Not having received an answer, he wrote again in September, and again asked for a change in their decision. But their reply, if any, is unknown. In addition, he sent, in the spring of 1894, a request to the University of Virginia, asking that the Charlottesville and University Street Railway be allowed to extend its tracks into the University's grounds, but the University's Board of Visitors denied the request. The railway's mule-powered cars continued to operate, though the condition of the track was

INCORPORATED BY THE LEGISLATURE OF VIRGINIA
NUMBER
SHARES
The Piedmont Construction & Improvement Company
SHARES $100 EACH
SHARES $100 EACH
This Certifies, that
entitled to
Shares
of the Capital Stock of The Piedmont Construction and Improvement Company.
Transferable only on the Books of the Company at their office in Charlottesville
in person or by Attorney on the surrender of this Certificate.
Witness the Seal of the Company and
the Signatures of the President and Secretary this
day of
Secretary
President

described as wretched. Apparently the cars also were in poor condition, for during a heavy rain on August 28, 1893, the passengers inside the closed cars had to open their umbrellas because of the leaks in the cars' roofs.

The Piedmont Construction and Improvement Company's charter gave it broad authority; this included the power to build and operate railroads in Virginia and elsewhere, to own other railroads and accept their stock and franchises in payment of debts, to own real estate and to develop it into lots and streets,

> And the said company shall have the right to construct, maintain and operate within any city, town or village, . . . with the consent of its council, street railroads, whether operated by steam, electric or animal power, water-works, or gas-works, or other systems of illumination.

Nowhere in the charter was Charlottesville, Albemarle County, or any specific city or county named; the only area limitation was that company could not own more than 20,000 acres in any one county.

The Piedmont Construction and Improvement Company's request for a franchise, presented to the City Council on December 14, 1893, was referred by that body to a special committee, composed of Mayor Louis T. Hanckel, Moses Leterman, John S. Patton, James Perley, and A. Wingfield. Included in that committee's assignment was the determination of the practicality of adding a second street railway on Main Street; some people thought that the street might be too narrow. The committee's report, presented January 2, 1894, stated that Main Street was sixty feet wide, and even though there were several encroaching private properties which should be removed, these would not prevent construction of the line. Mayor Hanckel made a minority report, saying that the encroachments should be removed before railway construction began. Dr. Hugh T. Nelson (the only member of this City Council who had been an incorporator of the Charlottesville and University Street Railway Company) who was opposed to the proposed franchise, offered a substitute. This would have authorized a simpler pattern of railway lines, having no branches, but which would have had as its route several side streets, and thus there would have been many curves. It also would have had less track parallel to the already established street railway, and therefore would have presented less competition. Dr. Nelson's substitute would have required a payment to the city of $1,000 before operation began, and additional amounts annually,

rather than a payment calculated on the basis of the number of cars in operation. The substitute was defeated, by a vote of six to five. Then the proposal of the Piedmont Construction and Improvement Company was taken up, and was passed, but with a similar close vote.

The franchise as approved authorized the Piedmont Construction and Improvement Company to build and operate street railways on one main route and five branches, or such parts of them as the company might later choose. The first (or main) route originated on Old Lynchburg Road (present Jefferson Park Avenue) at the city limits (the Chesapeake and Ohio Railway overpass), ran to Main Street, then eastward along the south side of Main (the Charlottesville and University Street Railway tracks occupied its center) to South Street, then on South to First Street or Second Street East, then northward on one of those to Market Street, and on Market eastward to the eastern city limits (Twelfth Street East). Route two ran from Market and Fourth Streets northward to Jefferson Street, and then eastward to Parrott's Hotel (which was opposite the Albemarle County Court House). Route three ran from Market and North Seventh Streets southward on Seventh to the Chesapeake and Ohio Railway station. Route four ran from Main and Ridge Streets along the latter to the south city limits (present Lankford Avenue). Route five ran from Main and Ninth Street West southward along the latter to Nalls Street, and then ran eastward via that street and Dice Street to Ridge Street. Route six ran from Main and Tenth Street West northward along the latter to the city limits (between present Paoli and Anderson Streets). The new line was to be operated by cable or electric power, but horses could be used in case of emergency. The maximum fare over the entire line within the city limits was set at five cents, but if the city limits were expanded, the company could charge ten cents. The company was to use girder rail, similar to the Johnston or Wharton type, and it was to maintain the street within the track and eighteen inches on either side in the same manner and with the same materials as the rest of the street. The electric power system was to be of the Westinghouse or Thompson-Houston, or other equally standard type. At each street intersection the track was to be maintained so there was easy and safe crossing by vehicles. If necesary to pass the existing street railway tracks the new tracks could be laid within two feet of the curbing. There was to be continuous service every day all year. Construction work should start within three months, and be completed within eighteen months from the date of the franchise. The franchise was to run for fifty years, and, before beginning construction, a bond of $5,000 was to be given the city to insure faithful performance of the franchise obligations.

After having expended considerable effort to obtain its franchise, the Piedmont Construction and Improvement Company, at a special City Council meeting held on February 13, 1894, requested changes. These included: If the Piedmont Company should agree to build its line on Ridge Street, it would only be required to build such other portions of the lines outlined in its original franchise as it might choose. Secondly, standard "T" rail might be used, but that all tracks laid on Main Street must be paved with Belgian Block, or other suitable material, for one foot on each side of the track, as well as between the rails. The Council gave its unanimous approval to the requested changes.

In an interview a month later, Captain T. O. Troy, president of the Piedmont Construction and Improvement Company, said that construction materials for the new railway had been bought, and that contracts for its construction had been let. The line would use 50 pound steel "T" rails, and he hoped it would be completed by early June 1894. At the same time he deftly planted a hint that the line's promotors would be glad to allow local people in Charlottesville to subscribe to the Piedmont Construction and Improvement Company's stock, but only "to a reasonable extent," presumably because the financial backers of the line (who were not local people) did not want to lose control of it. In April it was reported that construction had started on the railway, "and operations will be pushed rapidly forward in the future." However, apparently this did not happen. The company's franchise had specified that construction should begin within 90 days (April 4), be one-quarter finished within 6 months (July 4), half completed by one year (January 4, 1895), and completed by eighteen months (July 4, 1895). Six months came and went, but local people saw very little activity.

In August, the company's attorney, Daniel Harmon, appeared before the City Council; he presented its members what the editor of the Chronicle called "an explanation of the hitherto mysterious movements of the Piedmont Construction and Improvement Company," and he asked for an extension of the times specified in its franchise. This was necessary, he said, because his company was having difficulty raising the money needed to build the electric railway. Already the company had received authority, in the form of a charter amendment, approved by the state legislature on February 27, 1894, to reduce the subscriptions to its capital stock to fifty percent of their original value, and to sell additional shares of stock at any price its directors might set (rather than at the par value of $100), in order to make the company's stock more attractive for capitalists to buy. Harmon implied that his company's backers were being deterred by influence brought to bear on them by the management of the existing line, the Charlottesville and University Street Railway.

> Mr. Harmon's explanation was [said the editor of the Weekly Chronicle], apparently, frank and genuine and deserves full and fair consideration. Whether his insinuations . . . be true or not [is not important]. . . . What does deeply concern both the Council and every citizen of Charlottesville is the question, shall Charlottesville have an efficient street railway service, or shall we submit forever to our present imperfect accommodations?

The Council, refusing to be hurried, referred the matter to a special committee.

Captain Troy, not wanting to wait until the Council's next regular meeting in September for an answer, wrote a long letter to the City Council, which was presented at its special meeting held on August 27. He repeated what the company's attorney had said, that they had had difficulty raising the necessary funds, because of the recent depression in the money market; he went on to say that within the past two weeks he had secured additional funding, but needed a prompt reply from the Council, regarding the requested changes in the franchise, or else his backers would no longer support him. If these changes were approved, actual construction of track, he promised, would begin within ten days. In conclusion, he appealed to the Council's pride in their city, and said that it would have to bear the blame for depriving the city of an electric railway, were it to deny his request. The Council, less divided than when the original franchise was passed, responded by adopting several ordinances unanimously (by the ten members present). The first gave the company a six month's extension, allowed it to use horse cars instead of electric for up to two years, but required half the line to be in operation by June 1, 1895. The second allowed the company to extend its line from Old Lynchburg Road along Main Street to the city limits (the "University Crossing" of West Main Street and the Chesapeake and Ohio Railway), provided that the rail used on all the line be forty-eight pounds per yard or heavier, and that all the track be suitable for electric operation. The third resolution amended the original franchise by stating that only the Ridge Street lateral line had to be built; the others were to be at the company's option, provided that all the work was done by the completion dates specified in the original franchise. In addition, the company was not required to operate its cars on Sunday.

On September 5, 1894, the contract for the construction of the line, which had been named the Charlottesville City and Suburban Railway, was awarded to James M. Moore. He was described by the Daily Progress as experienced in railway construction and well-known in Charlottesville; also, he had been one of the incorporators of the Piedmont Construction and Improvement Company. The steel rails for the line were shipped the same day the contract was signed; when they arrived (in about a week) work would begin on laying them on the ties, several hundred of which already had been distributed along Main Street. Construction began promptly, and by the beginning of October the track on South Street and the turnout for the Ridge Street branch line were being built. By late December construction of the track had been completed, and installation of the overhead wire was underway. This was suspended from brackets attached to poles. To string the wire, one of the former Belmont Street Railroad's horse cars was used; it was first used for this purpose on December 3, 1894.

Meanwhile, cars were ordered and construction of a carhouse started. On October 4 an order for three new closed electric cars, each to be mounted on a No. 21-B truck, had been placed with the J. G. Brill Company of Philadelphia--delivery was promised for December 5. The cars had an overall length of 26 feet, and seating capacity of twenty-six, arranged on two longitudinal seats. They were described by the Daily Progress as "the latest design and handsome," but the builder indicated they had a No. 3 finish, meaning the cheapest and most plain in appearance. The cars were numbered 2, 4 and 6. On October 2 Captain Troy bought from Henry J. Balz a lot on Ridge Street, located between the Mt. Zion Baptist Church and the Chesapeake and Ohio Railway tracks, less than a block south of Main Street. The frame house on the lot was torn down, and in November the Vandegrift Construction Company was awarded a contract to build the carhouse there. It was eighty four feet long by thirty three feet wide, and had a twenty five foot square extension at the rear. The building was of frame construction, with metal covering on all sides, and a metal roof; a mid December completion was promised. A shipment of electrical equipment, including a generator, arrived on December 29. As soon as this was installed, the line would be ready for operation.

On January 8, 1895, the first electric street car ran in Charlottesville. Car number 2 left the car house about noon with thirteen passengers, but derailed at the first curve. Five minutes later (according to the Daily Progress) the trip resumed, with a larger passenger load, and the rest of the trip was quite successful, despite the heavy rain. The cars were praised by the editor as being "perfect in appointments, of the most modern arrangements, and brilliantly illuminated by electric lights." On the next day two cars were used to give the Mayor, City Council, and others a ride over the new line. The trip ran smoothly, despite the blinding snow storm that day. Regular scheduled service began on January 12, 1895, but service on the Ridge Street line would not begin until the construction of that branch had been completed.

There were several persons in Charlottesville and vicinity who were experienced railroad construction contractors, but none had worked with the installation of overhead wire and the associated equipment required for an electric street railway. Therefore, Captain Troy had to hire men with these skills from farther away. One of these was J. A. Colvin, who had been electrical superintendent of the Washington, Alexandria and Mt. Vernon Electric Railway. Another such person was W. H. Chapman, experienced in electric railway construction, who was appointed superintendent of the Charlottesville City and Suburban Railway. On January 21, 1895, he resigned his position and returned to his home in Boston.

The sight of two competing street car lines operating parallel to each other for nearly a mile on West Main Street resulted in much talk of consolidation. Robert P. Valentine, President of the Charlottesville and University Street Railway, offered in the middle of January 1895 to sell his property and franchises to his competitor for $25,000, who made offers in return. The Daily

Progress expressed itself strongly in favor of consolidation: "What the public is interested in . . . is one line on Main street, and that an electric line, and the road extended to the outlying suburbs." However, when the initial talks between the two companies did not result in terms acceptable to the Charlottesville and University Street Railway's owners, they proceeded with plans to electrify that line, and to continue its operation.

After two weeks of competition, consolidation was effected, and on January 28, 1895, a contract defining the terms was signed by all participants. Immediately afterwards the mule cars stopped running. The principal terms of this contract were: Valentine bought the real estate, cars, animals, rails, etc., of the Charlottesville and University Street Railway for $6,000; the Piedmont Construction and Improvement Company bought the franchise of the former company for $19,000, to be paid in capital stock of the latter. The editor of the Daily Progress congratulated all who had worked for the consolidation, and hoped it would have continued success: "The consolidation means one splendid, electric street car system which will be rapidly extended to the suburbs." However, he had not forgotten the mules: "The familiar tingle, tingle of the bells on the little mules that for so long drew the cars on Main street, is missed." The editor of the Staunton Post; envious that Staunton's rival city Charlottesville now had an electric street railway, whereas Staunton did not, was even more sentimental in his farewell to Charlotteville's mule-drawn street cars:

> Those street car bells, those street car bells,
> How many a tale their tingle tells
> Of Staunton, now behind the times,
> Still list'ning to those ancient chimes.
> Those joyous hours seem long away
> When cars electric come to stay,
> When our small mules shall trot no more,
> And tedious waits for cars are o'er.
> Now even little Charlottesville
> Has left us standing stock stone still,
> And hears no more those mule car heels
> With Staunton [left behind] in its deals.

In order for the Piedmont Construction and Improvement Company to make use of its newly-purchased rights and franchises, a new ordinance was needed. Therefore, a special session of the City Council was held in the evening of the same day in which the consolidation contract had been signed. The Piedmont Company, which now owned two franchises, needed to have them consolidated, so its electric railway could be located on Main Street, the preferred location, and could be removed from the less desirable (and narrower) back streets. The ordinance passed by the Council required that all the Charlottesville and University Street Railway's track be removed, and replaced by the Piedmont Company's track (which was of better and heavier construction). In addition, the latter was to remove its own track from South Street and from First Street south of Main Street. However, when that company should decide it needed a double-track line, it might reinstall tracks on First and South Streets, and lay a second track on West Main Street. The street railway company would not be required to pave the area of its track until the city paved Main Street, at which time the company would have to pave between its rails and one foot on either side with Belgian Blocks or similar material.

The result of the changes authorized by the City Council would be, after the necessary track construction had been completed, a single track line with passing sidings at several locations between First and Main Streets and the University; at its east end East Main and Market Streets would form a loop, with cars running eastbound on Main Street as far as Seventh, and westbound on Market Street as far as First. However, the street railway company, on March 28, 1895, requested the City Council to change this routing, so the track on Market and First Streets could be removed, and cars be run in both directions on Main Street. In addition, permission was requested to build a track on Seventh Street East from Main Street to Jefferson or High Streets. The Council approved these changes.

On February 28, 1895, the cars, track and other property of the Charlottesville and University Street Railway were sold to Charles L. Carver and Joseph W. Marshall, who intended to establish a street railway between Waynesboro and Basic City (eastern part of present Waynesboro). The work of removing the rails began that same day. The cars (or perhaps only some of them) were shipped to the Basic City and Waynesboro Street Railway on April 2, 1895; they had been repainted and relettered.

7

THE NEW ELECTRIC RAILWAY

The Piedmont Construction and Improvement Company's request for a franchise, made in December 1893, began a new period in the transportation history of Charlottesville. Although its charter had been granted by the State Legislature on March 4, 1890, it is doubtful that many of Charlottesville's citizens had been aware of the company or its plans until that request was made. It is thought that all its incorporators were connected with the Virginia Midland Railway, its parent company the Richmond and Danville Railroad, or the Chesapeake and Ohio Railway; none were residents of Charlottesville, although some of them moved there in this period. The incorporators were: C. W. Barnum, C. C. Dunn, Henry Hiden, R. F. Hill, Thomas Staples Martin, George O. Monroe, James M. Moore, A. N. Peyton, L. D. Scott, J. S. Barbour Thompson, T. O. Troy and J. W. Yates. Hiden was a travelling freight agent for the Richmond and Danville Railroad, Martin (who lived in Scottsville) was an attorney who represented the Chesapeake and Ohio Railway in Albemarle County and vicinity, Thompson was Superintendent of the Virginia Midland Railway, Troy was Trainmaster of the same railway, but nothing is known about the others.

It is probable that Thaddeus Orpheus Troy was the driving force behind the organization of this company. He had been born February 10, 1852, in Randolph County, North Carolina. T. O. Troy (he never used his given names) was the son of a physician who had died soon after the Civil War. Consequently, he had received only a limited common school education, and then at the age of sixteen had started work. Beginning as a messenger in the office of the North Carolina Railroad, he worked his way up successively as telegraph operator, station agent, freight train conductor, yard master, passenger train conductor and train master. While working as a railroad conductor, Troy became known as "Captain" (a title often applied to conductors in this period), which title he continued to use all his life.

Though Troy's own financial resources probably were small at this time, he had a gift for organizing things and influencing people. Coming to Charlottesville as Trainmaster for the Virginia Midland Railway in July 1889, just as the "boom" was beginning, he apparently soon decided that Virginia was an excellent location to increase his income by investing in the fast-growing activities of railroad construction and real estate promotion. As a result of this reasoning (it is presumed) he, with the assistance of a number of fellow railroad men, prevailed upon the state legislature to grant his company a charter. However, receiving that charter was only the first step; $50,000 of stock was required to be subscribed before the company could be organized. When this was accomplished and the company organized is not known, but Captain Troy's promotion to Assistant Superintendent of the Richmond and Danville Railroad's Virginia Midland and Washington and Ohio Divisions, and resultant transfer to Alexandria, on August 31, 1891, probably delayed this. He returned to Charlottesville exactly two years later. Less than four months later the request for a street railway franchise was presented to the City Council of Charlottesville.

To give his full attention to construction of the new railway, Captain Troy resigned on September 1, 1894, from all his duties with the Southern Railway (which just three months previously had been organized as a consolidation of the Richmond and Danville Railroad and several other lines). On February 23, 1895, he was given, much to his surprise, "a beautiful and handsome present in the way of a case of solid silver, a slight token of the esteem of the employees of the [former] Virginia Midland Railway, with whom he had been associated for the past six years."

The Charlottesville City and Suburban Railway's electrically-powered street cars were quite popular--2,000 fares were collected on Saturday and Sunday, January 12 and 13, the first days of regular operation. The Daily Progress assumed a fatherly air, and gave its readers instructions on the use of the new vehicles: "Passengers cannot be too careful in getting on and off the electric cars. Several persons fell in the mud this morning." The only complaint about the new cars, said the editor, was that the ride was completed too soon, as passengers enjoyed it very much and regretted having to get off at the end of the line. His description of the electric cars proudly concluded:

> Their hum as they swiftly pass through the streets has a very business-like sound and it is only necessary for the wide awake citizens of Charlottesville to close their eyes in order to imagine that they are in one of our metropolitan cities.

A mule-drawn car in Waynesboro, Virginia lettered "C.& O. & N.& W. Depots." This may have been one of the ex-Charlottesville cars used in Waynesboro from 1895 to about 1902. **Alwood Studios Collection, Waynesboro, VA.**

The completion of the Charlottesville City and Suburban Railway's first line had not been achieved easily. The owners of the Piedmont Construction and Improvement Company had had difficulty convincing potential investors that they should buy stock, just after the depression of 1893, in an obscure company that was building an electric railway in a small locality in rural Virginia. In addition, as electric street railways were much more expensive than animal-powered lines, it is probable that Captain Troy and his associates initially under-estimated its cost. The financial resources that he and his fellow incorporators had assembled apparently had not been sufficient, for none of the latter attended the September 5, 1894, meeting of the Board of Directors. At this meeting, E. R. Swetman was elected vice president of the company, and, either at this meeting or later in the fall, Joseph Edward Willard was elected its president. He had been elected in 1893 to represent Fairfax County in the House of Delegates, and was well on his way to becoming the most influential political figure in that county. Captain Troy continued to be the general manager, though no longer was he president. It seems likely that he had been forced to relinquish this office in order to induce Willard and his Fairfax County friends to invest in the company, and thus continue the construction of the Charlottesville City and Suburban Railway.

The Daily Progress was exuberant in its praise of the new electric street car line, saying "Forward is the motto of Today." It also praised Captain Troy, for he kept the street cars running on schedule even during bad weather. But not everyone shared this uncritical admiration. At the City Council meeting on February 14, 1895, Dr. Hugh T. Nelson submitted several ordinances to regulate the speed and safety appliances of the new electric cars. There was considerable discussion, but Dr. Nelson defended his proposals, saying that

> Eight miles per hour was fast enough for the electric cars to run, and that the speed now used, at least fifteen miles per hour, was dangerous to the lives of the citizens. He did not think the cars could be properly controlled when run at the present rate of speed. He was afraid for his wife and children to drive through the streets now. . . . The electric cars were a great adjunct to the city, but he wanted the city protected. . . . The tracks had ruined the streets.

Captain Troy said he hoped the Council would not restrict his company in this way. He would be forced to go back to mule-powered cars (which nobody wanted); this would deter people from investing in his company. The electric cars did not run faster than twelve miles per hour. Despite disagreeing with Dr. Nelson's proposals, a majority of the City Council did feel that some safety regulations should be enacted. Therefore, an ordinance was passed that limited the speed of the street cars to twelve miles an hour, and required fenders to be placed on the cars when in operation. As time was required to purchase these, it was April 1 before any appeared on the cars. The fenders were of the Pfingst type, designed and sold by Louis Pfingst, former master mechanic of the West End Street Railway of Boston. The Daily Progress remarked that these fenders did not add to the appearance of the electric cars. Even though the Piedmont Construction and Improvement Company had been authorized to relocate its tracks from South and Market Streets to Main Street, the actual work was not begun until late April. In that month the track on Market Street east of Fifth Street East was removed, and was relaid on Main Street, starting April 24th. After this work had started, the City Council decided that the Vinegar Hill portion of Main Street

was too narrow for electric street cars, and therefore on May 9th directed its Street Committee to have the street widened to sixty feet, and to lessen its grade. Also in early May the City Council approved the installation of sewers under Main Street. Both of these projects delayed the relocation of the street car tracks, and on May 28 street car service east of First Street had to cease. Starting at 6:30 on the morning of June 4 electric street cars again ran on East Main Street. Vinegar Hill remained closed to other vehicles, and difficult for pedestrians to negotiate. The editor of the Daily Progress reported:

> In excavating for the street car track on "The Hill" the water-main was exposed to view in several places, being only about a foot below the surface. The sills [ties] of the railway had to be laid on the pipe. . . . In making the sewer connections, numerous blasts have to be made under the sidewalks, and tons of sandstone and earth almost blockade the thoroughfare. . . . "The Hill" resembles a huge rock quarry decidedly more than it does a street.

The sewer work having been finished, contractor W. H. Ponton began the work of widening and regrading Vinegar Hill on June 19. This work, which continued all summer, included raising the street car track up to the new street grade; the latter was completed by September 18.

The City Council, at its meeting on March 28, 1895, had authorized the Piedmont Construction and Improvement Company to extend its line on Seventh Street from East Main Street to High Street. Work on this extension began July 16, and by August 27 it had been completed to Jefferson Street. The final block, to High Street, was completed on September 23, 1895.

The success of the Charlottesville City and Suburban Railway encouraged suggestions of possible extensions. Representatives of the Locust Grove Improvement Company talked to Captain Troy about an extension to that neighborhood, and other rumored destinations included Belmont and the Woolen Mills. However, Captain Troy's primary interest lay in another direction--Fry's Spring. On November 8, 1894, even before his electric railway had been completed, he presented to the City Council an offer to donate twenty-five acres of land at Fry's Spring for use as a public park. A committee of the Council recommended acceptance, provided the company agreed to extend the electric street car line to the park, to charge not more than ten cents per ride for streetcar fare and to give everybody free access and use of the water of Fry's Spring. The City of Charlottesville, on its part, was asked to agree to spend a specified sum each year for sixteen years on the beautification of the park; if this were not done, the ownership of the park would revert to its donors. However, by a vote of six to five, the City Council declined the company's offer of a park.

At the time of that unsuccessful offer, Captain Troy did not own the Fry's Spring property, as it was still owned by the bankrupt Jefferson Park Hotel and Land Improvement Company. Apparently he was negotiating with its trustees, John B. Moon and William R. Duke, for its purchase. On February 5, 1895, Captain Troy and several associates bought the entire property. He and several friends organized the Jefferson Park Company, which received its charter on March 9, to exploit their new acquisition; he became that company's president. Three of the directors were Charlottesville lawyers and one, Matthew Troy, was Captain Troy's oldest son, a student at the University of Virginia.

Soon after buying the Fry's Spring property Captain Troy again presented a request to the City Council. He said that the Jefferson Park Company planned to set aside ten acres of its land near Fry's Spring for use as a park, and he requested the city to furnish water without charge for drinking and for two fountains. (The route of the conduit carrying water from the city's reservoir in the Ragged Mountains to the city passed near the Jefferson Park Company's property.) In addition, he wanted the city to sell water, at city resident prices, to persons building homes on the company's land. The Council, at its meeting on March 28, 1895, voted down both requests.

Construction on the Ridge Street line of the Charlottesville City and Suburban Railway continued; on March 7, 1895, its overhead trolley wire was strung. Operation began on April 1, and transfers to and from the Main Street line were issued without charge. Children who lived on Ridge Street were given free rides on the new line that day.

The company, on March 28, asked the City Council to allow it to erect a small building on the triangular piece of unimproved land, known as Midway Park, at the intersection of Ridge and Main Streets; this building would improve the appearance of that eyesore. It would be a convenient place to wait while transferring, and to sell school tickets (school children rode for half fare). The city would be paid a ground rent of five dollars per year, and the company would remove its building upon ninety days notice, if the land was needed by the city for any other purpose. This request was approved. Construction of the building, about fifteen by twenty feet in size, was begun on April 16 by contractor Jacob H. Nalls; exactly a month later it was completed. While it was under construction, some of the residents of Charlottesville's West End neighborhood complained that it was too large and not pretty enough, but after seeing the completed building, painted orange, blue and red, they concluded that it was not so ugly after all.

It was Captain Troy's intention, even before he had completed the Main Street line, to extend the Ridge Street line. In January 1895 he said its destination was Fifeville, but after he purchased the Fry's Spring property that became its destination. The Ridge Street line had the advantage of crossing the Chesapeake and Ohio Railway tracks by an overhead bridge. The former Fry's Spring Railroad was not suitable for further use, as it was too lightly built, and

in poor condition. However, its right-of-way had value; therefore the original plan of the Piedmont Construction and Improvement Company was to connect the Ridge Street line, via Fifeville, to that right-of-way, and then follow it to Fry's Spring.

At the same time the company was seeking a route, so that its Main Street line could be extended to the University of Virginia. In late March 1895 it asked the Board of Visitors of the University for permission to enter that institution's grounds. A committee from the Board of Visitors, consisting of Dr. Wilson C. N. Randolph, Senator Thomas S. Martin and Marshall McCormick, met on April 6th with Captain Troy, Judge John M. White and their attorney Daniel Harmon (Charles E. Doyle, Superintendent of the Chesapeake and Ohio Railway's Piedmont Division, also was present) to discuss the street railway company's request. That committee's report was summarized by the editor of the Daily Progress:

> Two propositions were made to the company by the committee. One was for the [street] railroad to run under the Chesapeake and Ohio railway near the post office and another was to enter the grounds under the bridge on the Lynchburg road, thence up between the Infirmary and the foot of the lawn, where a station should be made for University people. These propositions were made distinctly upon the ground that the P. C. and I. [Piedmont Construction and Inprovement Company] should abandon its right to cross the Chesapeake and Ohio railway at any point of grade.

This was totally unacceptable to the company, who wanted to cross the railway tracks at grade, at the same point that Main Street crossed them at grade. To cross in any other manner would be too costly or too circuitous. This impasse prompted a strong editorial in the Daily Progress:

> Ever since the Piedmont Construction Company sought to obtain its charter for an electric street railway it has been confronted with strong opposition and discouraged by distrust and lack of confidence in its intentions. . . . The people of the city . . . have occupied the position of disinterested spectators when not out and out opposers, and have given encouragement to the suspicion that they would rather see the enterprise a failure than to make even reasonable concessions in order to enable it to succeed. . . . We have observed its faithful performance of every promise made the people and its disposition to meet every reasonable demand for increase of facilities for the comfort and convenience of the public. For these reasons we sincerely regret that the authorities of the University felt obliged to refuse the company the right to extend its line through the University grounds.

The committee's report sparked an even stronger response the next day from Joseph E. Willard, president of the Piedmont Construction and Improvement Company, who wrote, "The raid made by the Chesapeake and Ohio Railroad Company to prevent our crossing its tracks to enter the University grounds is an outrage." He asserted that a grade crossing would be safe, but the Board of Visitors thought differently.

Captain Troy must have had doubts about the use of the former Fry's Spring Railroad right-of-way as a route to his proposed Fry's Spring Park. It was circuitous, and probably more importantly, it did not pass through much of the better quality undeveloped real estate. Therefore, he hired C. E. Dickinson in early April to make a survey for an electric railway through Olinda, a development located west of Fifeville. In addition, he soon decided that the grade at the south end of Ridge Street would be too steep for use by his proposed Fry's Spring line. Thus, by April 19, the route of the planned line had been changed--it now ran south from Main Street on Ninth Street West, via grade crossings over the tracks of the Chesapeake and Ohio and Southern Railways, to Fifeville, and then westward, via the north side of Robert H. Fife's estate, "Oakwood," to Fry's Spring. The required legal notices to those railroads for the grade crossings of their lines were made at this time. Apparently these legal notices also included the proposed grade crossing of the Chesapeake and Ohio Railway at the University Crossing on West Main Street, for the State Board of Public Works ordered the Piedmont Construction and Improvement Company to suspend all work on affecting this crossing for twenty days. This suspension probably applied to the other crossings as well. During this same period the company also made the decision that, as the Ridge Street line was not needed as part of a through route to Fry's Spring, and as the revenue it generated was not sufficient to justify its retention, its operation should cease. Therefore, the last car on that line ran on April 22, 1895. On May 9 the City Council gave its permission for the removal of the tracks south of the Chesapeake and Ohio Railway bridge, and that work began the next day.

At that same City Council meeting (May 9, 1895) A. N. Peyton, who was chairman of the Council's Committee on Streets, proposed that the one block of Old Lynchburg Road from West Main Street to the city limits be graded, provided the Piedmont Construction and Improvement Company and the Dawson Land Company jointly paid half the cost. There were objections; Charles D. Carter thought the road should be macadamized; Dr. Nelson thought Main Street and especially Vinegar Hill should be improved first. Captain Troy also objected--he did not think his company should have to pay for any of the street paving work. The Council should realize the benefit a street car line on this street would bring to the city; "it would soon open up a valuable watering place." Despite the objections, the Council approved the proposal, without change.

In April the discussions between the Piedmont Construction and Improvement Company and the committee of the University's Board of Visitors regarding the former's proposed extension had ended in an impasse, but a

month later, on May 11, a location was amicably agreed upon:

> The route selected today [wrote the editor of the Daily Progress] will leave West Main Street at the intersection of the Old Lynchburg road, passing under the Chesapeake and Ohio tracks over that thoroughfare, something very much to be desired by the traveling public and the railroad in question. Thence the line will run into the University grounds, passing the infirmary, reasonably near the foot of the lawn, and out by way of Dawson's Row, crossing the Lynchburg county road at the corner of Mr. Buffum's garden; thence through an eighty foot [wide] avenue, well laid out, through the property of Colonel [Charles S.] Venable and that of the Jefferson Park Company and immediately in front of the Jefferson Park Hotel and adjacent to the lands to be set aside for a public park. The line will cross the tracks of the Southern Railway on a well-constructed bridge, built also for driving purposes.

This agreement, which was ratified by the Board of Visitors on June 10, 1895, specified that the company would have the use of, but not ownership of, a strip of land, not to exceed twenty feet in width, parallel and adjacent to the Old Lynchburg Road. In addition, the company was to build a fence to separate its track from the University grounds, and was to build a station at a location convenient for University passengers.

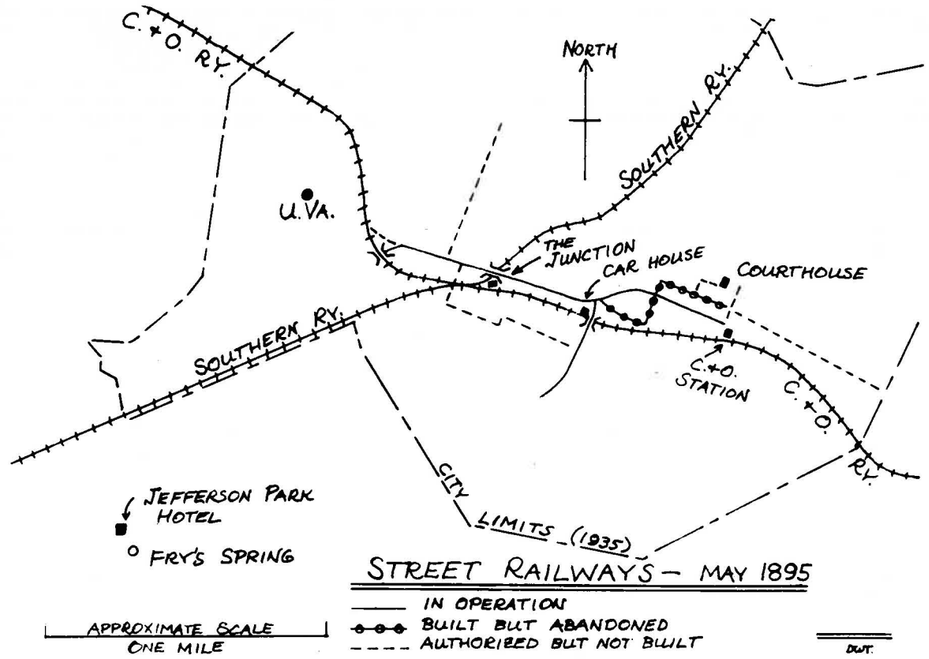
Captain Troy was anxious to start construction of the Fry's Spring line. In April he had said that the contract for its construction had been let and that it would be in operation by June 1. Construction, which began immediately after agreement was reached with the University, involved grading the line, building two trestles, an overpass over the Southern Railway, and laying the track. Although Captain Troy hoped to have it in operation by June 14, track laying was still in progress on June 19th. Completion came on June 26, and was followed by a few days of testing. The Piedmont Construction and Improvement Company had bought four second-hand cars for use on the new line--two closed motor cars and two open trailers--which were to be run as two car-trains. After an overhaul and repainting at the company's shops, they had the appearance of new cars. The formal opening of the Fry's Spring line took place on June 29, 1895, starting at 11:00 AM, when a two-car trolley train left Fifth Street East, carrying the Mayor, City Council, members of the press and other prominent citizens of Charlottesvile and of the University. They were treated to a handsome luncheon at the Jefferson Park Hotel, after which there were speeches by Captain Troy, Mayor John S. Patton, Professor William M. Thornton, Colonel Richard T. W. Duke and others.

Sunday, June 30, 1895, was the first full day of regular operation on the Fry's Spring line, and hundreds of people rode the street cars. It was a hot day, which made the breezy ride and the cool Fry's Spring water even more enjoyable. Passengers were surprised at having to pay two fares each way, but it was explained that the fare inside the city of Charlottesville was five cents, and that a second five cents was charged for the Fry's Spring line, as it was almost all outside the city limits. On July 3 the regular fare to Fry's Spring went into effect: fifteen cents round trip for adults and ten cents for children. The Piedmont Construction and Improvement Company and its subsidiary, the Jefferson Park Company, wanted to make the Hotel and the adjacent park as attractive to visitors as possible. A postal facility (exact type unknown) was established at the Hotel, and Railway Mail Service Route No. 114037 was established to carry mail between it and the Charlottesville Post Office, via the street cars, three or more times each way daily. Musicians were hired to play for dances at the hotel. The Club House, located nearer the spring than the hotel, was leased to W. C. Harris and Ernest Davis, who planned to sell ice cream, candy, and other confections to park visitors. Rustic benches were placed around the park, and people were encouraged to come for picnics, "trolley-parties," etc.

During the first two weeks of public operation the final steps in completing the construction of the line were accomplished. Terminal facilities and sidings for the single-track line were completed, and the track was filled in and leveled. Not until this had been done, and the rebuilding of all the newly-received cars completed, could the trailers be used in daily service--this began on July 13, 1895. The Fry's Spring street car line and the hotel and park at its terminus grew rapidly in popularity in the weeks after its opening; so much so that the company had to announce a few limitations on its visitors:

> The privileges of the Jefferson Park Hotel lawn and of the grove about the spring are extended to all orderly visitors, but the hotel and the verandas are for the exclusive use of the guests of the house and their friends. . . . All who register at the Jefferson Park Hotel for supper have the privilege of the ball-room, where they will find music and dancing nightly.

The Jefferson Park Company owned a large area of land, which had been divided into lots of one to two acres each. The completion of the electric railway through its lands increased their value, and assured prospective lot purchasers of easy transportation to the center of Charlottesville. Captain Troy reserved for himself four of the larger lots. On one of these, located on a small hill north of University Avenue (later known as Fry's Spring Road, now Jefferson Park Avenue), between Maury Avenue and Observatory Road, he built a large frame house (which he named "Gowanlea") for himself and his family (which included six children). Construction started in late spring 1895 and was finished in September, but four years later he extensively remodeled it. Professors William H. Echols and Francis H. Smith, as well as Daniel Harmon, also had



houses on these lots, either beginning construction or in planning at the time street railway service started. The houses built by Troy and Harmon still exist; the latter (named "Hillside") is located between Observatory Road and Washington Avenue.

Even though the Piedmont Construction and Improvement Company's franchise from the City of Charlottesville allowed it to build additional branches to its railway line, no indication has been found that the company had any serious intention of doing so. Instead, it concentrated on increasing patronage at its Jefferson Park Hotel and on its Charlottesville City and Suburban Railway. The railway was operated as two lines, even though their routes overlapped much of the way. The first, which was not designated by the company with any specific name, ran from "East Main Street Station" (the intersection of East Main and Seventh Streets) to "University" (just east of the intersection of West Main and Fourteenth Streets). The second, known as the Jefferson Park-Fry's Spring line, ran from the intersection of Seventh and High Streets to the Jefferson Park Hotel. Service on the Main Street line was every ten minutes on weekdays and Saturdays, and every twenty minutes on Sundays; this remained about the same all year. Service on the Jefferson Park-Fry's Spring line was every hour on weekdays and Saturdays, and every half hour on Sundays. This varied with the seasons, being less frequent in spring and fall, and much less frequent in winter. Only one car an hour went through to High Street; the others turned back at East Main Street Station. Service on the Main Street Line was provided by the original three closed cars; service on the Jefferson Park-Fry's Spring line was provided by the two two-car trolley trains, each being made up of one closed car pulling one open trailer. The trailers were not used on the High Street extension, being attached at the East Main Street Station where apparently there was a siding. The schedules were altered as necessary by adding extra cars to accommodate people attending special events.

Traffic on the Jefferson Park-Fry's Spring Line was noticeably affected by the weather, increasing in direct proportion to the heat. Comments appearing in various issues of the Daily Progress show this well:

> The only way to get cool these hot nights is to take a ride on the electric cars to Jefferson Park.
>
> Large crowds took advantage on yesterday [a Sunday] of the opportunity to cool off by a ride on the Fry's Springs cars. The travel was so heavy towards the end of the day that the regular trains were unable to accommodate the people and the company had to put on extra cars to handle the crowd.
>
> The electric line did a big business last night [a Wednesday] hauling people out to Jefferson Park. A warm wave had held the city in its grasp all day, and the citizens were glad of an opportunity to get out to the pure, pleasant air of the park.

On one Thursday, in the first summer of electric car operation, over three thousand fares were collected on both lines. Several times as many as two thousand passengers rode

the Fry's Spring line on Sundays. (It should be remembered that each car only carried about 25 seated passengers.) On Sunday, October 27, 1895, the day the Rotunda at the University of Virginia was destroyed by fire, two street cars carried 2,156 passengers between the University and downtown Charlottesville.

The Jefferson Park Hotel, in addition to being an attractive resort for persons from other parts of the state, was the location of numerous activities for residents of Charlottesville and students at the University of Virginia. Musical concerts and dances at the hotel were frequent occurrences. "The concert at the Jefferson Park Hotel last evening by the Monticello Band was greatly enjoyed. The musicians went out on one of the trolley cars playing as they went whizzing over the line." Other activities at the hotel or nearby included baseball games, lectures, tournaments, and even a balloon ascension! On the lawn of the park grounds was shown one of the earliest motion pictures to be seen in Charlottesville: "The free exhibitions at Jefferson Park last evening [August 6, 1897] to patrons of the street railway of Professor Van Schlonsonburg's vitascope was a decided success." (There had been one previous exhibition of the vitascope in Charlottesville, at the Jefferson Auditorium on West Main Street, on February 11, 1897.) During several of the summers of this period, the company, in cooperation with ladies from several of Charlottesville's churches, ran free excursions to Fry's Spring for poor children who could not afford to pay the railway fare.

The success of its street railway, and the popularity of Fry's Spring, encouraged the company to make improvements. In late December 1896 electric heaters were installed on the cars regularly assigned to the Main Street line. Several second-hand open motor cars, often called summer cars, were put into operation in April 1897. During the winter of 1897-98, a large pavilion was built at the park, and the adjoining club house was remodeled. The company hired a band to furnish music every evening in the summer, for dancing in the pavilion, in which the public was invited to participate free. In late November and early December 1898 glass vestibules were added to the platforms of all the cars, as required by a recent state law; at the end of that same year electric headlights were placed on all cars instead of the former oil ones. Green lights were installed in June 1899 on the roofs of the cars regularly assigned to the Fry's Spring line, to assist riders in identifying them at night.

The street car line ended at the Jefferson Park Hotel, near the present intersection of Jefferson Park and Sunset Avenues. However, many riders wanted to go to the pavilion and to Fry's Spring, which were more than a block away. At the City Council's meeting on July 14, 1898, Daniel Harmon, the company's attorney, spoke of the need to extend the car line, so its riders would not have such a long walk. He requested permission to discontinue the Seventh Street line from Market Street to High Street, so its materials could be used for the Fry's Spring extension. As there was opposition to this by people living near Seventh Street, Harmon's request was tabled, and thus not acted upon. About a year later (on October 12, 1899) he presented the same request to the City Council. He pointed out that many people wanted the end of the street car line extended nearer to Fry's Spring; therefore he requested permission to remove all three blocks of the Seventh Street line, so its track materials could be used at Fry's Spring. Again there was much opposition by those living in Locust Grove and nearby, but the company's request was granted by a vote of eight to two. Those in opposition twice called special meetings of the City Council, but both failed to meet because of lack of a quorum. Mayor James S. McCue, speaking for the Charlottesville City and Suburban Railway, pointed out that the company's franchise only required it to operate the Main Street line; "the franchise on 7th Street was subsequently granted as a privilege, with no obligation on our part; the line was built as an experiment, and has been wholly unprofitable." He concluded by making an offer:

> If the Locust Grove Land Co. and each of the property-holders in the section contiguous thereto us [sic] [who] are interested in this matter, will organize and take the 7th Street line at the current price of the material, and extend the same [Seventh Street line] through their property, we will take the money so received and extend the Fry's Spring line, thus accommodating all demands, and we will then recommend to our company that we operate the 7th Street line [to Locust] Grove for a period of years, charging only the actual cost of operation, with no charge for management.

There was no reply to this offer, and so in late October 1899 the company removed the track from Seventh Street. It was relaid to extend the Fry's Spring line in May 1900. The first car ran on the new extension on Thursday, May 17, 1900. Professor Francis H. Smith, who was seventy years old, drove a golden spike in the new track, and the editor of the Daily Progress noted that "it was both remarkable and interesting to observe how skillfully he could wield the hammer."

Accidents were not uncommon, but most were minor, usually resulting in no greater damage to the street cars than a broken fender. Horse and mule drawn teams tended to run wherever on the street it seemed most convenient, without much regard to "keep to the right;" when they came in front of a street car, injured animals and broken wagons often resulted. The Daily Progress reported one such accident:

> That Blamed Ole Mule. . . . Car No. 4 of the trolley line was gliding along Main street about half past twelve o'clock today [Tuesday, September 24, 1895], and when opposite Matthews' confectionary a "spike" team belonging to Mr. Lindsay Thurman was standing on the opposite side of the track. The car was running about four miles an hour, and just before it reached the team, the leader, a mule, swung right around across the track, forcing the wheel-horses, driver and wagon to follow, and the trolley car struck the wagon amidships, separated the hind from the fore-wheels. The motorman stopped as suddenly as he could. . . . The whole trouble was caused by the mule, and everybody knows a mule is "er mi'ty onsartin animule."

Another common type of accident was people falling while trying to get on or off a moving street car. In addition, a city ordinance was enacted to prohibit the practice by some youths of jumping on moving cars to steal short rides.

8

POWER, LIGHT, AND ICE

The Charlottesville and University Street Railway Company did not cease to exist when Robert P. Valentine sold it to Captain T. O. Troy and his associates. Instead, it became a dormant company, owning nothing except the franchise for a street railway on Main Street. On December 18, 1895, its new owners received approval from the General Assembly to change its name to Charlottesville City and Suburban Railway, the name by which the Piedmont Construction and Improvement Company's railway was known. The owners of the latter company then requested permission from the General Assembly to change its name to Piedmont Traction Company, and to permit it "to issue preferred stock, to hold stock in other companies, to dispose of its property, and to consolidate or merge with any other company." Approval was given on January 11, 1896. Next, on July 31, 1896, the Piedmont Traction Company transferred to the Charlottesville City and Suburban Railway Company all of its property and franchises in Charlottesville and Albemarle County. Captain Troy, who had been president of both companies, resigned as president of the latter on November 21, 1896. Walter Dinwiddie, an officer of the Charlottesville Perpetual Building and Loan Association, was elected in his place. Both these companies, said the editor of the Daily Progress,

> have practically come into existence in the face of great financial depression throughout the country and the[ir] management . . . is deserving of great credit for success won under such hard conditions. . . . Captain T. O. Troy has done much for this city [Charlottesville] and demonstrated his great capacity for [business] affairs.

On October 1, 1898, Captain Troy again became president of the company.

Two industries usually associated with electric street railway companies, in the decades before and after 1900, were the generation of electricity and the manufacture of ice. Electric railway companies soon found that it was not economical to generate electricity just to power street cars, but by generating larger quantities, and using it for other purposes as well, its cost was lowered. Large quantities of ice, made using electricity, were needed for commercial purposes such as cold storage warehouses and railroad refrigerator cars, because at this period there was no other method of storing and transporting perishable food products. People in the smaller cities (such as Charlottesville) wanted electric power for their manufacturing establishments and electric lights for their homes and businesses, replacing older and less efficient sources of power and light, so they would be as progressive as the larger cities.

Charlottesville's first ice manufacturing plant was built in the summer of 1893 by the Virginia Ice Company of Charlottesville. Two years later it was producing thirteen tons of ice per day; its plant was located on the south side of the Chesapeake and Ohio Railway, a little east of the Junction (the crossing of the Chesapeake and Ohio and Southern Railways). Its treasurer and chief stockholder was Charles J. Cary, of Baltimore. He also was a member of the board of directors of the Piedmont Construction and Improvement Company. At the beginning of December 1899 the citizens of Charlottesville learned that a syndicate, composed of Captain Troy, Daniel Harmon, Charles Jones Rixey (a Culpeper banker) and others, had bought the Virginia Ice Company, and would take possession of the property on January 1, 1900. Captain Troy said he planned to operate the ice company and the street railway company together, and as a result sell ice at a low price and operate to the benefit of the stockholders of the street railway company. As usual, he had grandiose plans for the new enterprise:

> The capital of the company will be largely increased, and the plant materially extended and improved, together with the addition of a full and complete electric power station, from which will be operated the electric street railway. . . . A large

> and commodious brick building will be erected just west of the present ice factory, in which building will be located the power station, and from which electric power for the railway, and for lighting and power purposes, will be taken. The Company contemplates entering the lighting field with a complete electric outfit, consisting of the latest improved appliances, with which a service can be had equal to that of any other city. . . . The electric light station, the railway power plant, and the ice manufactory, will all be operated under one combined management, and with one source of steam power supply, affording the best obtainable result in the matter of economy and efficiency.

The new officers of the ice company were Captain Troy, president; Harmon, first vice president and general counsel; Robert H. Fife, second vice president and secretary; and Rixey, treasurer.

Despite Captain Troy's emphasis in his public remarks on the local nature of his street railway company, and on the number of local people who were stockholders in his companies, many Charlottesville people did not agree. Often the largest stockholders were not Charlottesville citizens, or had only arrived a few years previously. Therefore, when several local men organized, on September 7, 1899, a second ice manufacturing company in Charlottesville, all its stock was subscribed for quickly. This was the Citizens' Ice and Manufacturing Company, with Richard Thomas Walker Duke, Jr., as president and John Frank Elliott, Sr., as general manager. The company proposed to manufacture ice, meal, feed, grits and hominy, and to sell coal and other commodities. About two weeks later the company bought a site for its plant; this was located south of the Chesapeake and Ohio Railway, between South and Garrett Streets, near downtown Charlottesville. A contract was given on November 27 to the Frick Company to install the ice manufacturing machinery, which was to be in operation by March 15, 1900.

Suddenly, it was announced that on January 10, 1900, the Citizens' Ice Company had been consolidated into the Virginia Ice Company, and that the business would be operated at the latter's plant. The editor of the Daily Progress had glowing praise for the combined company:

> This consolidation should ensure the success of the ice manufacturing business in this city, and prove a happy solution of questions which promised some little antagonisms. . . . The men in the companies . . . command the respect and confidence of the community.

But not everybody agreed. A letter, signed "Ice Consumer," expressed a dissenting view:

> Now that the Citizens' Ice Company, who [sic] we had hoped would deliver us from the clutches of the monopoly, has formed a trust with the Virginia Ice Company, we naturally feel anxious to know what kind of treatment we are to receive at the hand of the trust. Will it deal with us as did monopoly, or will it give value for value received?

The Virginia Ice Company quickly made plans for their enlarged plant, and on January 16 gave a contract to the Buckeye Machine Company for the additional ice making machinery, which was to be ready to run by March 5, 1900. On January 22, 1900, the company obtained from the Albemarle County Circuit Court an amendment to its charter, increasing its capital stock, giving it greater powers, and changing its name to the Consolidated Ice and Electric Company.

The nine directors of the new company represented both former companies, but it is probable that Captain Troy, Rixey, and their associates were in control; Captain Troy was its president. The amendments to its charter now allowed the company to furnish electric light and steam power, and to manufacture and operate telephone lines, in Charlottesville and anywhere else in the state. In response to objections raised by the Charlottesville and University of Virginia Electric Light and Gas Company, and by the Albemarle Telephone Company, the new company was ordered by the Circuit Court to give due regard to existing electric and telephone lines, and to obtain the City Council's permission before erecting poles or stretching wires. The amended charter had increased the company's stock to $40,000, and as a result it could sell $40,000 of bonds with which to pay for the new power plant and other machinery.

Although the Consolidated Ice and Electric Company and the Charlottesville City and Suburban Railway Company were separate corporations, they were controlled by the same people, and Captain Troy, president of both, treated them as if they were one (although, when it suited his purpose, he strongly emphasized their separateness). It apparently had been his intention, since the construction of the Piedmont Construction and Improvement Company's original electric street railway, to obtain its electric power from a generating plant run in conjunction with the Virginia Ice Company's plant. He had been prevented from doing so in 1894-95, perhaps by the greater-than- anticipated costs his company incurred then; this same intention had been emphasized at the time the announcement of his purchase of the Virginia Ice Company was made. As the result of the greater initial construction costs, the Piedmont Construction and Improvement Company had had to negotiate a contract to purchase electricity from the already-established electric company.

This company, the Charlottesville and University of Virginia Electric Light and Gas Company, had been incorporated by the Albemarle County Circuit Court on December 27, 1887, and had erected its power plant between the Southern Railway and White Street (later renamed Eighth Street), a short distance north of West Main Street, and just outside the city of Charlottesville. The guiding force behind this company had been Judge John L. Cochran; other large stockholders were Moses Green Peyton, James D. Jones and Robert P. Valentine. During the mid 1890's Valentine was its treasurer. Because the

technology of electricity was evolving rapidly, the company's original machinery had had to be replaced with new and improved equipment. In October 1893 it had bought another dynamo, and thus doubled its capacity to supply electricity; at the end of that same year it installed equipment to supply electric power for arc lights. The demand for power continued to increase, and as a result a completely new plant had been built in the same location, in the fall of 1892, to replace the old one. However, this was heavily damaged by fire on March 13, 1894. Though the damage was largely paid for by insurance, all of the company's other improvements had been paid for by the stockholders, all of whom were local people. Samuel B. Woods, the company's attorney, summarized very nicely in April 1900 the status of the company:

> The present Company gives good service--adequate in all respects; its charges are moderate, . . . for twelve years or more all the Company has made has gone to improve the service. There has never been a cent of dividend paid to its stockholders. . . . They have even added to the capital invested--all of it the money of our own people. . . . There is no complaint on the part of the public. On the contrary, it appreciates the generous treatment. "With what measure ye mete, it shall be measured to you again" [Luke 6:38].

Late in the year 1894 the Piedmont Construction and Improvement Company had made a contract with the Charlottesville and University of Virginia Electric Light and Gas Company, whereby the latter company would supply the former with electric power to propel its street cars. The details of this arrangement had been approved by a committee, composed of Captain T. O. Troy and Joseph E. Willard for the Piedmont Company, and Captain Charles E. Vawter, Professor Francis H. Smith and Henry Clay Marchant, for the Electric Light Company. The contract stated that power to propel a specified number of cars, at a specified rate of payment, would be furnished for ten years. It provided for early cancellation only if one party failed to comply with its terms, and a means was provided for arbitration of disputes between the contracting parties. Other provisions were:

> Each company was to give the other its moral support; neither was to enter the prescribed field of the other, and the Street Car Company was to be reimbursed by the Electric Light Company for any delays and loss of revenue resulting from accidents . . . not reasonably unavoidable.

After this contract had run for four years and eight months, it was suddenly cancelled by Captain Troy. Marchant, in an open leter to him, printed in the Daily Progress on May 9, 1900, said:

> You cancelled and shut the door in our faces without the slightest consideration of the further provision for arbitration . . . , although, in our correspondence at the time, your attention was pointedly called to this provision.

The Albemarle County Circuit Court had ordered the Consolidated Ice and Electric Company to obtain permission from the City Council of Charlottesville before it erected any poles or wires within that city. For this reason Daniel Harmon, on April 12, 1900, requested authority from the City Council for his company

> To erect, maintain and operate electric [power] lines upon, along and across such of the streets of the city as may be necessary in supplying electric power to such enterprises as they may find it expedient to serve in this capacity, and also to erect, maintain and operate an electric light line through the corporate limits to Jefferson Park Hotel.

This provoked an immediate response from the Charlottesville and University of Virginia Electric Light and Gas Company. Marchant, its president, said that approval of this request "would plunge a dagger into the heart of an enterprise which for twelve years had served the community so well that he had not heard a well authenticated complaint." Even though Harmon, as part of his explanation of this request, had said that the Consolidated Company did not intend to go into the general lighting field, Woods, the Electric Light Company's attorney, claimed that granting this request would allow the Consolidated Ice Company to "plant their poles in any of the streets of the city and enter upon the general electric light business in spite of the Council." Representatives of the Electric Light Company previously had asked to be permitted to address the City Council on the subject of the proposed franchise, should it be requested. When that did happen, Samuel B. Woods, the company's attorney, was ready, and delivered a well-prepared speech on the subject.

Dr. Hugh T. Nelson said it was the duty of the City Council to protect the investments of city residents, and pointed out that Captain Troy and Harmon were not residents of the city of Charlottesville. In reply, it was noted that Marchant also lived in Albemarle County. James M. Murphy said that the Electric Light Company had not applied to the Council for a franchise; this was disputed by Valentine, its treasurer. Representatives of the Albemarle Telephone Company also opposed the request. After much more debate, the Council voted to refer the issue to a special committee for study.

Meanwhile, the protagonists continued their debate in a series of letters to the editor of the Daily Progress. Even before the April 12 City Council meeting, Valentine had realized there was a need for a letter to be printed in the Daily Progress, opposing the request of the Consolidated Ice and Electric Company, which would appeal to the public and the councilmen. He urged Woods to write it, "and mail it to [James H.] Lindsay [editor of the Daily Progress] with request to put it in at once, and not to give the other side a chance to answer it in the same issue of the paper." Woods' resulting letter began the debate. In it he argued that an industry created by the investments of local citizens, which helped to develop the city,

deserved the city's protection; in addition, the Electric Light Company's wires carried safe direct current, while the proposed system would allow "a deadly alternating current" to run along Main Street. Three days later a reply, which objected to "the unwarranted attacks" made upon the Consolidated Ice and Electric Company, was published. It denied that that company was seeking to become a monopoly, and repeated that only limited privileges were sought. That company proposed to install modern electric appliances, which would be efficient and economical and of lower cost; it said the Electric Light Company opposed this because it was trying to protect its investment in an old system operated with obsolete equipment.

Marchant, in a long reply, vigorously defended his company, saying:

> Our company has quietly gone on in its small, legitimate field of work, faithfully serving the public . . . at an altogether reasonable figure; . . . it rests with the Council to say whether by granting or refusing to grant to the Consolidated Company the franchise it seeks, if this legitimate and necessary fostering of the pioneer and established company . . . shall go on uninterrupted, or if a war shall be inaugurated which must result in serious injury to invested rights both of the citizens and ourselves.

He proceeded to tear down the Consolidated Company's claim of a limited franchise, pointing out that once it had been obtained the Council would not be able to prevent that company from expanding into the general lighting field or into the telephone business, because of the blanket charter it had obtained from the Circuit Court. Although the Consolidated Company and the City and Suburban Railway Company were separate entities, it was obvious that both were controlled by the same parties, and sooner or later the two would merge. After this had taken place, and were the requested franchise to have been granted, then a new name would be required; Marchant suggested "The Consolidated Street Railway, Jefferson Park, Ice, Telephone, Electric Light, Power, Wood and Coal Company."

Letters from Captain Troy, Woods and again Marchant followed in quick succession, each becoming stronger and more accusing than the last. Valentine, realizing that Marchant's previous "voluminous" letter (as Captain Troy called it in his reply) had been less effective, shortened his next one before it was mailed to the Daily Progress; also, he urged Woods himself to write an answer to Captain Troy's latest letter. In answer to the latter's denial of plans to combine the Consolidated Ice Company and the Street Railway Company, Marchant quoted the Daily Progress for December 1, 1899: "Captain Troy . . . felt sure that the two properties operated together would enure largely to the benefit of the stockholders of the Street Railway Company," and then added "truly 'thine own mouth comdemneth thee, and not I: Yea, thine own lips testify against thee' [Job 15:6]." After answering Captain Troy's accusations, and complaining about the irrelevant subjects the latter had introduced into the controversy, Marchant concluded:

> Our company is willing for the Council to grant your company permission to light your Jefferson Park property, provided, you are held strictly to this, but. . . we are unalterably opposed to your being granted a franchise for erecting and cumbering the streets of Charlottesville with additional poles and wires for furnishing either light or power except as to Jefferson Park. Once the Grand Consolidation secures the privilege the conditions stated by our counsel, Mr. Woods, become operative; the war for our extermination will have been inaugurated; and if successful, another arm will have been grafted upon the octopus. [The name "octopus" for the Consolidated Company had been first suggested by Valentine.]

At the City Council's regular meeting on May 10, 1900, Dr. Nelson, chairman of the special committee, reported that the Consolidated Ice and Electric Company should be granted the franchise it sought, but that that authorization be subject to several restrictions: the company could furnish light only to its own buildings, and those owned by the City and Suburban Railway; it could not own or operate a telephone system; no poles were to be placed on Main Street except where needed to reach customers; electric lines were to be hung under supervision of an electrical engineer hired by the city but paid by the company; only insulated wire was to be used; line voltage was to be not greater than 500, except to Jefferson Park; a franchise fee of $250 for the first year, and $500 per year for forty-nine succeeding years, was required; and a $5,000 bond was required. Immediately afterwards Harmon voiced his objections. He was surprised at the antagonism with which his company had been received by the Electric Light Company, and he made the accusation that that company had never obtained permission from the City Council to place its poles and wires on the city's streets. He continued,

> Having done all they [the Consolidated Company] could to conciliate, only to be met in bitterness, they felt constrained to withdraw their application for a limited franchise, which withdrawal would be followed by a request for a franchise to enter the whole field, and with a proposition to light the city at so low a cost that no reasonable Council could refuse it.

Marchant and Woods objected to what they considered to be unfair remarks about their company, and the latter suggested that Harmon's real motives for withdrawing his request were not those he voiced. Councilman John S. Patton picked up the idea that Harmon had alluded to, that the Electric Light Company lacked a franchise; was this true? Therefore he made a motion, which Council passed, directing the city attorney to investigate this matter.

Valentine, writing to his oldest son the next day, took an encouraging view of the previous night's Council meeting: "We beat the Troy crowd last night, they say they will come again, and no doubt they will, but we can expect to beat them again." However, Woods' view was more cautious: "We've got them beat if you [Valentine] and your friends will hustle." A little later he related his conversation with Lindsay, and also predicted that City Attorney George Perkins would take Harmon's view of the Electric Light Company's franchise, and would disregard the facts to be presented by Woods. A few days afterwards an editorial in the Daily Progress took a strong stand on the franchise matter: A franchise should be granted only when it was in the public interest to do so; sentiment for the personal advantages or disadvantages to those requesting the franchise should not influence the City Council; and a franchise when granted should be conditioned so the public would be protected and the city gain both revenue and public convenience. In the controversy at hand, the Council ought not to grant a franchise either to the Electric Light Company (the city attorney was expected to rule that it lacked a franchise) or to the Consolidated Company, but the city should own and operate its own electric power and light plant, just as it already owned and operated its own gas plant and water works.

At the June 14, 1900, meeting of the City Council a number of people agreed with the Daily Progress. The Finance Committee of the Council recommended the city sell $60,000 worth of bonds and with that money establish its own electric light plant; any residue of the money should be used for paving the city's streets. However, Council postponed any consideration of this report until its next meeting. Next, City Attorney Perkins' report was made; he said that, despite some extraneous evidence to the contrary, in his opinion the Electric Light Company was operating without a franchise. Council voted to adopt his report, and to notify the company formally of that fact. In rebuttal, Woods presented a sworn affidavit from John M. Godwin, which stated that the franchise had been granted to the Electric Light Company while he was clerk of the Council, but that he had failed to enter it in the minutes. Also at this City Council meeting Harmon presented the Consolidated Ice and Electric Company's application for a franchise; he described the advantages his company had to offer regarding better and cheaper lights; and in his remarks criticized the condition and attitude of the Electric Light Company. His company proposed to install an electric plant which would provide lights for the city's streets, and the plant would be sold to the city at the end of a given period of time. As usual, Council referred the application to a special committee.

While this controversy had been going on in public, other negotiations had been taking place in private. As early as late May Woods had considered selling the Electric Light Company to an undisclosed buyer, and had asked Valentine to give him authority to do so. These plans, which called for the consolidation of the two electric companies and the street railway, had progressed by mid July to the point that Valentine was making a tentative allocation of how new stock and bonds could be used to reorganize the City and Suburban Railway and to consolidate the two electric companies and the Jefferson Park Company into it. These rough notes, found in Valentine's papers, indicated that it was proposed to pay Captain Troy twenty dollars a share for his 350 shares (which were one-quarter of the outstanding shares of the City and Suburban Railway), even though six months previously some of this stock, offered at ten dollars per share (though the par value was fifty dollars) had not found a buyer. However, by August 8 when the draft memorandum of agreement was written, the terms had been changed to $10,000 in new bonds (to be sold for $9,000 in cash) in exchange for 701 shares of stock (about $12.83 per share), and twenty dollars per share for the remaining 699 shares. On August 9, when the agreement was signed, this again had been changed: holders of the 701 shares received in exchange $10,000 in bonds (about $14.26 per share), and the holders of the remaining 699 shares retained them. (The draft had envisioned replacing the existing 1400 shares of stock with 1000 shares of new stock, but the final agreement retained the old stock, just replacing the bonds.)

That agreement, signed August 9, 1900, between Robert P. Valentine, for the Charlottesville and University of Virginia Electric Light and Gas Company, and Captain T. O. Troy, for the Consolidated Ice and Electric Company, ended the acrimonious controversy over the electric lighting franchise that had gone on all spring and early summer. Under the agreement those two companies and the Jefferson Park Company were consolidated into the Charlottesville City and Suburban Railway Company. To finance the new company a mortgage of $150,000 six percent twenty year gold bonds was authorized; its proceeds were to be used as follows:

$25,000:	To retire City and Suburban Railway 1st Mortgage bonds.
$35,000:	To retire City and Suburban Railway 2nd Mortgage bonds.
$32,000:	To aid in retiring $40,000 Consolidated Ice and Electric Company bonds.
$25,000:	To retire Electric Light Company bonds.
$10,000:	To retire Jefferson Park Company bonds.
$10,000:	To buy 701 shares City and Subur-ban Railway stock.
$13,000:	To remain in treasury of Company for improvements.

The 701 shares were distributed as follows: 170 shares to the bond and stockholders of the Consolidated Ice and Electric Company, and 531 shares to the stockholders of the Charlottesville and University of Virginia Electric Light and Gas Company. Both of these companies conveyed all of their property and franchises to the Charlottesville City and Suburban Railway Company on September 14, 1900, and on the next day the new mortgage was issued. Contrary to the agreement, the railway's $25,000 five percent twenty year first mortgage was not retired. The new $150,000 mortgage became a second mortgage, and $25,000 of it was held in the Company's treasury to back up the first mortgage. As specified in the agreement, Valentine was elected president of the company on August 10 or 11, 1900.

9

CONSOLIDATION, THEN BANKRUPTCY

Valentine's friends who, with him, formed the syndicate that gained control of the Charlottesville City and Suburban Railway Company were: Judge John L. Cochran, Dr. Charles H. Hedges, James D. Jones, Henry Clay Marchant, Stonewall Tompkins and Charles H. Walker. All except Walker had been directors of the Electric Light Company. As Judge Cochran had died on March 16, 1900, Frank A. Massie, his stepson, acted for his estate. This also indicates that the syndicate had been formed not later than March, and, by inference, that the plan to gain control of the Railway Company was made before then. These were business and professional men who lived in Charlottesville and vicinity. Each of them had made an investment in the reorganized company. For Valentine, a wholesale coal merchant, it had not been easy to raise his share. Just after the syndicate was successful he wrote his chief coal supplier, the Chesapeake and Ohio Coal Agency Company:

> I have just closed a deal. . . . This will give me control of this business. Owing to this fact . . . I may not be able to send you a check just at this time.

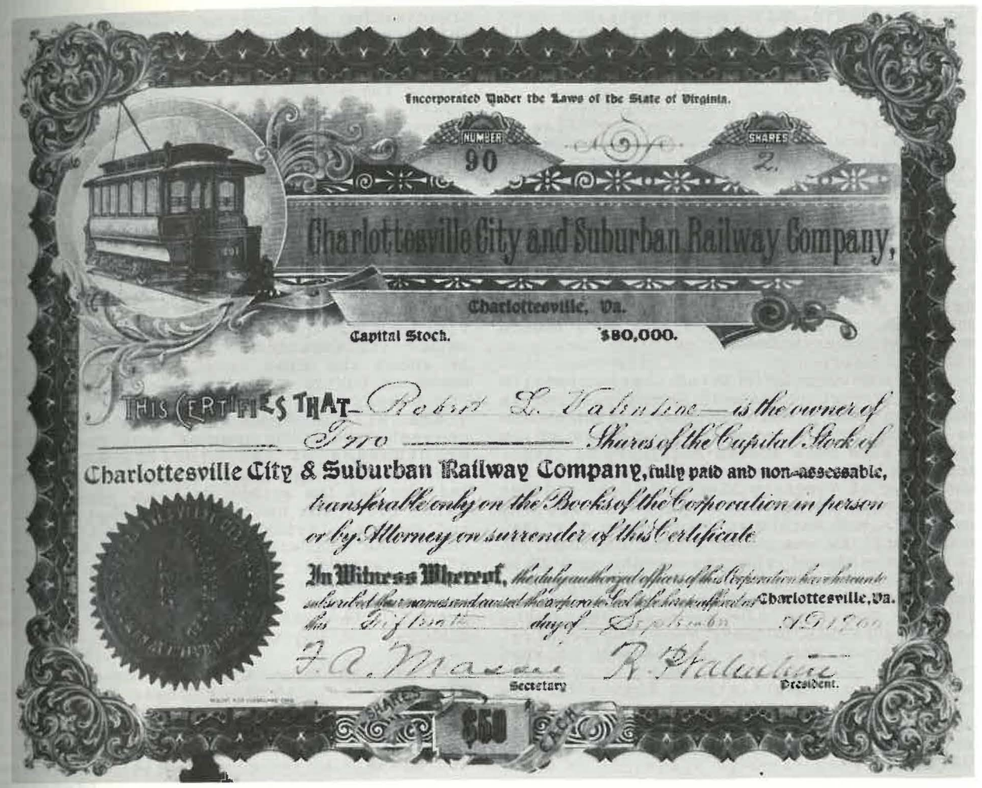
Apparently the recipient of that letter was irritated at not receiving his payment when due, and therefore ten days later Valentine wrote:

> I deserve your censure. . . . I admit that I could get the amount, but at some inconvenience at this time, . . . but I would appreciate it if you would extend your leniency just now. I had a good opportunity to buy a good property and to do so I had to use all available funds in sight.

On September 15, 1900, the consolidation was completed and a new board of directors was elected for the Charlottesville City and Suburban Railway Company. Its nine members included Valentine and three members of the syndicate: Hedges, Marchant and Walker. Col. Henry M. Lewis, Louis T. Hanckel, John B. Moon and Charles Jones Rixey had been members of the railway company's board of directors under the former ownership. Professor Francis H. Smith (and also Marchant) had been a member of the board of directors of the Charlottesville and University of Virginia Electric Light and Gas Company. Rixey, though at this time a minority stockholder, owned many of the company's bonds. The new superintendent was Richard R. Case, who had held this same position for the Electric Light Company. Trained as an electrician, Superintendent Case was the company's senior full-time employee; he and Valentine (who also was involved in the management of several other businesses) handled all the management and direction of all parts of the City and Suburban Railway Company.

Even before the consolidation was completed, the new management began to make improvements; they said that the comfort and convenience of the people of Charlottesville would receive first consideration in their plans. The company's Jefferson Park, at the end of its Fry's Spring line, was a popular recreation area, and people riding the street cars to and from it were an important source of revenue. The Daily Progress once referred to this line as the "Ragged Mountain Express." Thus, improvements to the park to make it more attractive were important. The old management had realized this also, and in late July built a bandstand at the north end of the pavilion. In August the new management built a sidewalk at the end of the line alongside the track, long as four cars, and a boardwalk from there to the Fry's Spring, which made walking to the popular spring much more pleasant. In addition, said the Daily Progress, "as a promenade for lovers it is a success." The big hill west of the spring was cleared of underbrush, and electric lights placed around the area.

The two trestles on the Fry's Spring line had had a reputation with the public of being insecure, which even the former management had realized and attempted to correct. The new management believed more extensive work was necessary. This need was made more obvious by the accident on the night of September 25, 1900. A car and its trailer, both well filled, were returning people to Charlottesville after a band concert at the Jefferson Park pavilion. When descending the steep grade at "Montebello," some young men as a prank pulled the trolley pole from the wire. The cars of their own momentum ascended the grade at Dawson's Row, and then rolled backwards. A second trolley car (without a trailer), following, just then came over the hill at "Montebello" and headed downgrade. Its motorman, not aware of the impending collision until he heard voices of people on the preceding car, turned off the


Incorporated Under the Laws of the State of Virginia.
NUMBER
90
SHARES
2.
Charlottesville City and Suburban Railway Company,
Charlottesville, Va.
Capital Stock. $80,000.
THIS CERTIFIES THAT Robert L. Valentine is the owner of
Two Shares of the Capital Stock of
Charlottesville City & Suburban Railway Company, fully paid and non-assessable,
transferable only on the Books of the Corporation in person
or by Attorney on surrender of this Certificate
In Witness Whereof, the duly authorized officers of this Corporation have hereunto
subscribed their names and caused the corporate Seal to be hereunto affixed at Charlottesville, Va.
this Eighteenth day of September A.D. 1900.
F.A. Massie
Secretary
R. Valentine
President.
SHARES
$80

controller and put on the brakes. However the track was wet with dew and the brakes failed to stop the car, which met the cars rolling backwards with a loud crash; passengers were thrown together and there was much confusion. Fortunately, no one was seriously injured. Starting two months later (November 26, 1900) and until February 4, 1901, the Fry's Spring line was closed; during this period extensive improvements were made, under the direction of Robert H. Fife. Curves were taken out; grades lessened; trestles strengthened; and the track was thoroughly rebuilt. At the same time the Jefferson Park Hotel was extensively repaired, and its gas lamps were replaced by electric lights.

> The building [was] made attractive by the artistic touch of the painter's brush. . . . The body of the building wears a coat of light steel gray; the doors, window frames and cornice are of dark gray with window blinds of French green, while the interior of the house is of light cream.

The company's fleet of street cars also needed maintenance and repairs. All of these (except the first three) had been obtained second-hand, and heavy use, on poorly maintained track, had been hard on the cars. In October 1900 all were repainted, and some were lettered in gold. However, a more permanent solution was needed. Therefore, Valentine bought two open motor cars and one open trailer from Thompson Son and Company of New York City, a dealer in second-hand equipment. The cars were shipped from Hoboken, New Jersey, and arrived in Charlottesville on June 6, 1901. Although the purchase agreement had specified that they were to arrive in good running order, they were not. Valentine demanded that the seller send a repairman, with the necesary parts, to Charlottesville, as the City and Suburban Railway's shopmen did not have the skill required for repair of controllers. In addition, the bill for the cars would have to be adjusted downwards. He emphasized, in his letter to the seller, that it was important they be in operating condition before July 4, a day when many people rode to Fry's Spring, and when every car would be needed. However, this did not happen, and not until August 12 were the local repairmen able to get both cars running. The frequent breakdowns of all the company's street cars continued, and all through the fall, winter and spring of 1901-02 Valentine wrote to second-hand equipment dealers in New York City and Philadelphia, looking for motors and controllers at very low prices. Motor armatures sent to Baltimore for repair took longer than he had planned. On one occasion in May 1902 the City and Suburban Railway was forced to run

only its closed cars because all the open cars were out of service. Despite all Valentine's efforts, the cars often had breakdowns, and the Daily Progress in July 1902 commented:

> The street cars of Charlottesville should receive very general encouragement if they would strike for an indefinite rest. Their age and general appearance have long since won for them the sympathy of the traveling public.

Valentine realized that the cars and their electrical equipment were outdated--in one letter he referred to "the old style machinery [electric railway motors] we want"--but tried to use that fact as a reason for paying lower prices.

The newly-consolidated Charlottesville City and Suburban Railway Company found it had power generation equipment in more than one location, and some of it needed to be replaced with more modern machinery of larger capacity. The former Charlottesville and University of Virginia Electric Light and Gas Company's plant on North Eighth Street was abandoned, and machinery from there that had further utility was moved to the location, on the south side of the Chesapeake and Ohio Railway and east of Seventh Street, S.W., where the Virginia Ice Company had built its plant. Some of the power generating machinery had to be sent away for repairs, and additional machinery was needed, so that there would be sufficient capacity to power one hundred arc light street lights for the city of Charlottesville, in addition to supplying power for the ice-making machinery, the street cars, and homes and business throughout the city.

Second-hand electric power equipment, like second-hand street cars, sometimes failed to run. A case in point was the 150 KW dynamo, ordered in the fall of 1900, for delivery two months later. Though it was needed for immediate use, it did not run reliably until October 1901. It was not until July 1902, after numerous letters between Valentine and the Akron Electrical Manufacturing Company, that its adjusted cost of $1,050 was agreed on and paid. In addition, other parts of the power plant sometimes broke down, occasionally suddenly, plunging the city into darkness. By September 1902 the City and Suburban Railway's power house contained three boilers (one of 80 HP and two of 150 HP) which made steam to drive three reciprocating steam engines (150 HP each), which were connected to four generators (one each of 50, 75, 135 and 180 HP). An additional engine (60 HP) powered a ten-ton daily capacity ice-making machine. The boilers were coal-fired, used city water for cooling, and exhausted by a stack 87 feet high.

The management of the City and Suburban Railway Company realized that additional capital must be obtained if the company were to succeed. Even though frequent service was provided on its lines, the company did not receive sufficient income from that source. One new source of funds was assured by the agreement made in the fall of 1900 with the Albemarle Horse Association, to lease to that organization six acres of the company's land. This area was located between the Jefferson Park Hotel and the Southern Railway overpass, on the east side of the street railway. During the winter the land was graded, after which a small grandstand was erected, in preparation for the first annual horse show, scheduled for early August 1901.

The company also realized that students at the University of Virginia, and the concerts and lectures held there, were an important source of revenue. However, its Main Street line ended one hundred yards east of Fourteenth Street, and a quarter-mile from the Rotunda at the University. In October 1900 the Railway requested from the Board of Visitors of the University permission to extend its line into the University grounds. At about the same time it applied to the Board of Public Works for authority to cross the Chesapeake and Ohio Railway tracks at grade at the University Crossing, and requested that the cost of construction and maintenance of the crossing be divided equally between the Chesapeake and Ohio Railway and the street railway. However, in March 1901, the Board ordered that the City and Suburban Railway should pay the entire cost. The University's Board of Visitors, after learning that the faculty and many students were opposed to the street car line being allowed to enter the University grounds, in June 1901 denied the City and Suburban Railway Company's request.

At the City Council's meeting on December 13, 1900, Captain T. O. Troy appeared before that body, representing a different client. The Chesapeake and Ohio Railway, he said, had retained John B. Moon and himself as its representatives, because they were well-known locally, to present to the city a plan which provided for the replacement of several grade crossings in the city by overhead bridges, or underpasses, and for a new passenger station for the city. This would provide for the public greater safety and convenience. In exchange for all these benefits, the city was asked to pay for half of the cost of the street improvements. One of the crossings to be replaced would be the University Crossing, which Captain Troy said was the most dangerous.

The city's reply, made in January 1901, was that it approved of the Chesapeake and Ohio Railway's plan, but that as its finances would not allow it to share the costs, the railway would have to bear all the costs itself. With regard to the University Crossing, the City Council wanted an underpass there, not a bridge. However, this did not please some people. A letter to the editor of the Daily Progress from "A Citizen" took a different view:

> We understand . . . that Main Street . . . shall, when within 100 yards of the University, make a dive under the railway--through a tunnel and a gateway 36 feet wide and 13 feet high. Now, will not such action subject the city to ridicule? Has any city in these United States ever dug down its principal street from a level and made it to pass under a railway; have they not always continued a level crossing and required the railway to provide the protection? This crossing has existed for a long time with only one accident. . . . If the C. & O. Railway is afraid of dangers let them provide gates and lights. If it is the C. C. & S. Railway that desires a crossing, let them share the expense of gates, etc.

Charlottesville City and Suburban

Railway Company.

SCHEDULE EFFECT, JUNE 30, 1902.

WEEK DAY, MAIN ST.

All cars run to University Auditorium and Frys Springs every ten minutes from 8.20 a. m.

Leave E. St. Main Station—7, 7.30, 7.50,8, 8.20, a. m. and every 10 minutes thereafter until 10.30 p. m.

Leave University—7.40, 7.50, 8, 8.20 a. m., and every ten minutes thereafter.

FRY'S SPRING LINE

JEFFERSON PARK—HOTEL AND PAVILION.

WEEK DAY.

Leave East Main Street Station—7, 8, 8 20, a. m., and every 10 minutes till 10 30 p. m.

Leave Jefferson Park — 7.40, 8.30 and then every 10 minutes till 11 p. m.

SUNDAY, MAIN ST.

Leave University—8.40 a. m., and every 20 minutes thereafter until 2 p. m., then every half hour till 6.40 and every 20 minutes thereafter till 10.40 p. m. Last car terminating trip at Midway.

Leave East Main St. Station—8.50 a. m., and every 20 minutes thereafter until 2 30 p. m., then every half hour till 6 30, and every 20 minutes thereafter till 10,30, p. m.

SEFFERSON PA FK HOTEL AND PAVILION

SUNDAY.

Leave East Main Street Station—10 a. m., 12.30, 1, 2 30, 3.30, 4, 4,30, 5, 5.30, 6, 6.30, 7, 8, 9, 10, p m.

Leave Jefferson Park—10 20 a. m. 12,50, 1.30, 3 30, 4, 4.30, 5, 5.30, 6, 6.30 7.30, 8.30, 9.30, 10.30 p. m.

University passengers will use station near Auditorium.

It may be necessary from time to time to change this schedule of which notice will be given in the paper.

Rates, over all lines—Fare 5c. 6 tiskets $25c. 100 tickets $4.00. 50 tickets for $2.00. All children, except infants in laps of grown people have to pay fare. Only children under 13 years of age can use children's tickets They can be bought at Company's office and the drug stores of W C. Poindexter, Johnson & Price, C. R. Link & Co., Will's Junction Store, and Anderson Bros., at rate of 2 tickets for 5c. Not for sale on cars. All children will have to pay full fare unless they have children's tickets, and are under 13 years of age, All small children must be accompanied by grown person.

R. P. VALENTINE, President.

R. R. CASE, Gen'l Supt.

After several Council meetings and much discussion, the city and the Chesapeake and Ohio Railway agreed on the details of the proposed grade crossing eliminations; if the railway wanted them accomplished, it would have to bear all the costs. The plan for the University Crossing provided for an underpass on the same alignment as the present street, to be the full width (sixty feet) of the street. In addition, Fourteenth Street would be graded down, at the city's cost, to intersect West Main Street. Valentine had hoped the railway would modify this plan so his street cars could go under the underpass (thirteen feet was too little clearance), but the railway refused to do so.

Work on the underpass began in July 1901, under the supervision of contractor Chiswell D. Langhorne. After preliminary work had begun, the Council decided that the eastern approach grade was too steep (even though the plan said it would not exceed seven percent), and directed the contractor to extend the grade about fifty feet eastward, at the city's expense, to ease the grade. (As the railway formed the city's western limit, the western approach to the underpass was not the city's responsibility.) While work was going on, a temporary road and crossing just south of the work was provided for people and vehicles using West Main Street. The Railway had decided to raise the grade of its track by about three feet, and thus lessen the depth of the underpass excavation; in doing so, trains unloading gravel for the fill blocked the crossing for up to an hour on many days in July, which resulted in many complaints by road users. Property owners in the western part of the city had strongly opposed the building of the underpass, claiming it would hurt their property values. However, councilmen from the city's other three wards voted for the work, believing that the safety of the public would justify the disfigurement of West Main and Fourteenth Streets. In October the concrete abutments of the underpass were poured, and by late December 1901 it had been completed. The steel girders of the railroad bridge were painted black; however, in the opinion of the Daily Progress, the bridge "is not the least attractive in appearance, nor pleasing to the people."

People in Charlottesville had long wanted to rid the city's streets of their gas street lights, fueled by the city-owned gas plant. Arc lights were the obvious improvement. The Consolidated Ice and Electric Company's desire to supply the city with arc lights was one cause of the franchise contro-

Schedule from Rare Books Department, Alderman Library, University of Virginia.

versy in 1900. At that time many citizens advocated the city establishing and operating its own electric plant to power its arc lights. Thus, in October of that year, the City Council's Committee on Lights was directed to obtain bids for the installation of such a light plant. The City and Suburban Railway Company also desired to supply arc lights. However, it first needed a franchise, as the city attorney previously had ruled that its predecessor company, the Charlottesville and University of Virginia Electric Light and Gas Company, lacked one. On January 10, 1901, Daniel Harmon, the City and Suburban Railway Company's attorney, requested such a franchise from the City Council. This was granted, but Council attached to it the condition that "the city should receive all surplus dividends above the amount of ten per cent earned by the company." Harmon then submitted a proposal to provide street lights for the city "at a cost below that paid per lamp by any other city in the State." This was referred to the Committee on Lights. By the next City Council meeting (February 14) that committee had not completed its investigations, but there was a considerable discussion on this topic nevertheless. As a result the Council directed its Committee on Lights to make a contract with the City and Suburban Railway Company, for fifty to one hundred arc lights, at fifty dollars per light per year, for one year, with option to renew for two more years at the same rate. The company had to agree to bear all other costs of erecting poles, hanging lamps, etc., as well as all maintenance costs.

The details of the contract were agreed to on February 22 at a conference between the Committee on Lights and the City and Suburban Railway Company. The committee decided that there should be eighty to one hundred electric lights, each of 2,000 candlepower; these would replace all the city's gas lights. The committee also had continued to work on the proposal to build a city-owned electric plant to use for street lighting. Bids received in early March 1901 indicated that such a plant could be installed for $11,000, including the building. Because of the city's contract with the City and Suburban Railway Company, any further action concerning a city-owned electric plant was deferred until the experience and costs of a privately-owned plant had been determined. The company began the installation of the arc light system in late February, and by the end of April all work had been completed. The lights were tested the night of April 30, 1901, "and gave perfect satisfaction."

Robert P. Valentine, who had been president of the Charlottesville City and Suburban Railway Company since its reorganization in 1900, also was engaged at the same time as the district sales manager for the Equitable Life Assurance Society. Perhaps because of this background he was more aware of the risks involved in being a street railway employee. It is not known whether or not this was the reason, but on June 2, 1902, the City and Suburban Railway Company issued a new book of rules to govern the conduct of its employees. Most of the instructions in the six-page booklet were already being carried out by the employees, but they considered several statements in it highly objectionable; including:

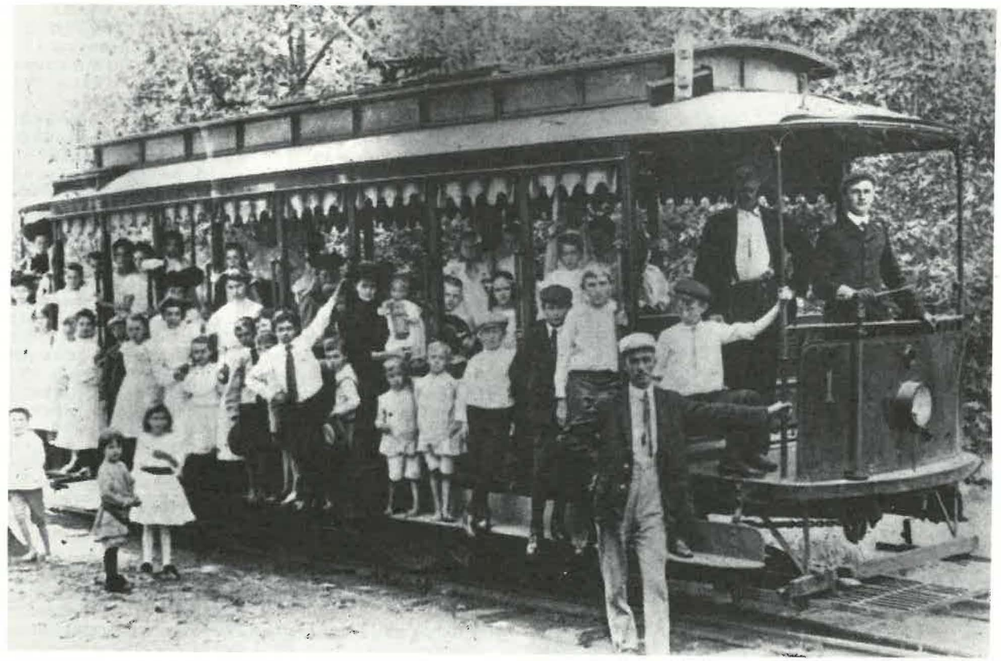
> The personal risks of service with the company must be assumed by the employees.
>
> [and]
>
> I have read these rules and regulations and promise . . . not to hold the company liable for any accident to myself while in the employ of the company.

Employees were required to sign and return this rule book, signifying their assent to its contents, but most of them chose not to sign, and thus not to work. The company's superintendent notified those men that their employment would be terminated, and quickly hired replacements from the many persons who applied. The employees did not belong to any union, and there were no demonstrations; in fact, the participants did not consider the matter a strike. Some of the objectors found other employment; others later returned to the street railway company.

The consolidation which occurred in August 1900 had resulted in many improvements being made to the plant and equipment of the Charlottesville City and Suburban Railway Company. However, these improvements were costly, and the company's income was not sufficient. In order to obtain enough money to pay the interest on the company's bonds, due September 5, 1901, Valentine had to write several of its creditors, asking them to approve a delay in the payment of their bills, or to accept as payment interest-bearing notes. Even so, in his report to the company's stockholders that month, he took an optimistic view:

> We found that to operate the consolidated properties to best advantage it was necessary to invest much money in the improvement of cars, trolley, track, park and hotel, and changing some of the lighting departments. . . . It is pleasing to note the fact that . . . the revenue of the Railway has been over 12 percent in excess of last year, and the other departments show decided gains. These facts and the advantage that we will now enjoy by having all of our business better in hand next year encourages us to hope for good results in the future.

Unfortunately, Valentine's optimism was not fulfulled. It continued to be necessary to send letters to creditors, asking their indulgence for the late payment of bills. Other letters had to be written, addressed to purchasers of the company's electric power, urging the payment of their past due bills, so that the interest on the company's bonds could continue to be paid. (Gen. Thomas L. Rosser owed $78.34 for three month's electricity; Rev. Henry W. Tribble owed $45.95 for two month's electricity.) Patronage of the company's street cars continued to increase. For the twelve months ending August 1, 1902, revenue from this source increased by $2,073 over the preceeding twelve months. However, this was by itself not sufficient; the twice-yearly requirement of paying the interest on a total bonded indebtedness of $150,000 was a heavy burden for the company. In a private letter in June 1902 Valentine pointed to the company's



Open car 1 taken after June 1899 when marker lights were installed to indicate cars of the Frys Spring line. **Kean.**

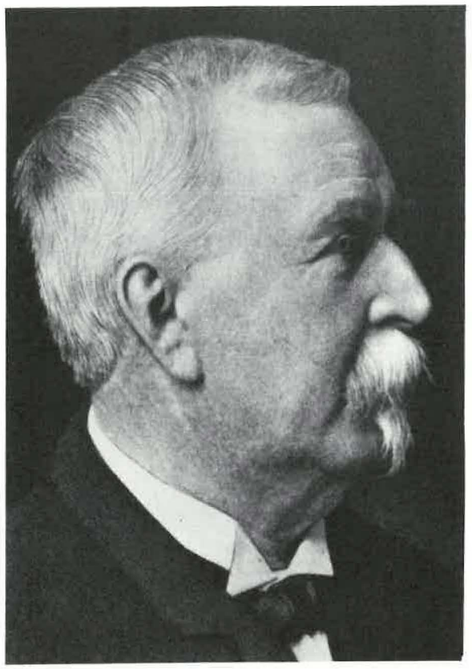
problem: "Main trouble is that we have not enough money to carry the business to an advantage."

On December 27, 1902, it was announced that Valentine had resigned his position as president of the Charlottesville City and Suburban Railway Company. In October 1902, assisted by Henry C. Marchant and one other local businessman, he had bought the bankrupt Armstrong Knitting Mills. They planned to manufacture underwear and overalls. This factory, which they had bought for an advantageous price, they thought could be turned into a profitable investment. The Railway Company's board of directors elected Major Channing Moore Bolton to be Valentine's successor.

Bolton had been born in 1843 in Richmond, Virginia, the son of a distinguished physician. After attending schools in Richmond he entered the University of Virginia in 1860, to study mathematics. However, on the outbreak of the Civil War the next year he volunteered for military service. After serving as a civil engineer for the railroad being built by the Confederate government between Danville, Virginia, and Greensboro, North Carolina, he was commissioned a Lieutenant of Engineers, and was assigned duty with the Army of Northern Virginia. After the Civil War, Bolton worked as a civil engineer on a succession of railroad construction projects in Virginia and nearby states, including the survey and location of the main line of the Chesapeake and Ohio Railway through the gorge of the New River in West Virginia. His railroad engineering career reached its height in 1882 with his appointment as Chief Engineer of the Richmond and Danville Railroad (whose tracks reached from Alexandria, Virginia, to Greenville, Mississippi); he held this position until about 1894. In addition, from 1879 to 1888 he was manager of the Richmond City Railroad, which operated horse cars on that city's streets. In his later years he was an active member of the United Confederate Veterans, and rose to the rank of Major in that organization. Thereafter, for the rest of his life, he was known as Major Bolton. At the time of his election to the presidency of the Charlottesville City and Suburban Railway he was living at Rio, in Albemarle County.

The City and Suburban Railway Company's office building, located on the little plot of city land called Midway Park (now the location of the Lewis and Clark statue), had never been popular with some citizens of Charlottesville; they considered it to be an eyesore. In February 1902 its removal had been suggested so the new firehouse could be located there. The City Council, on July 9, 1903, cancelled the company's right to use this location. By late October the building had been "moved to a position south of Bunch's store, on Main street," but still continued to be used as the street railway company's office.

The Charlottesville City and Suburban Railway Company continued to lose money, and it was apparent to people who had inside knowledge that the company was in serious



Major Channing M. Bolton, 1906, aged 63.
From Men of Mark in Virginia.

trouble. As a result, some stockholders thought of selling their stock before it became totally valueless; while other people contemplated buying the stock, hoping to gain control of the company for very little money. Rixey knew of one such person. Valentine talked to him in late March 1902, but no sale resulted. Perhaps the price per share for the company's stock was too high. In early March Valentine had said, in a letter to his friend and fellow stockholder, Stonewall Tompkins, that he had hoped to sell the stock for twenty five dollars per share, but after his visitor had left, he indicated that its price might have to be less than twenty dollars a share. By early June the value of the stock had dropped to eleven dollars per share.

The company's financial situation continued to decline, culminating in its failure to pay the interest due in March 1903 on its second mortgage bonds. This aroused the bondholders, and made them aware that their investments were in jeopardy. As a result a meeting was held on July 30, 1903, of all bondholders and stockholders, at which Rixey proposed a plan to reorganize the company. New stock would be issued to the bondholders to replace some of their bonds, and thus reduce the company's bonded indebtedness. The old stock would be cancelled, with no payment to its holders. After the end of September, which marked six months that the bonds had been in default, public notice was given, at the request of the bondholders, by the Albemarle County Circuit Court that the assets of the company would be sold at public auction. Others besides the local bondholders were interested in this notice; two men, "representing a Northern street railway syndicate," spent the week of October 19 - 24 studying the City and Suburban Railway. The auction of the company took place as advertised, on the Court House lawn, at noon on November 10, 1903. The local bondholders committee--Rixey, Louis T. Hanckel, and Robert H. Wood--made the winning (and only) bid: $50,000.00.

Attorney Daniel Harmon, representing the bondholders committee, appeared before the State Corporation Commission on November 17, 1903, to request a charter for the Charlottesville and Albemarle Railway Company. That was the name that had been selected for the new company which would replace the Charlottesville City and Suburban Railway, and which would continue the operation and management of the franchises and property purchased by the bondholders committee. The charter was issued the same day. Major Bolton was selected to be the president of the new company, and Rixey its treasurer. Its directors were local business or professional men: Channing M. Bolton, Alpheus (or Albert) V. Conway, Francis P. Dunnington, Louis T. Hanckel, John B. Moon, A. N. Peyton, Charles Jones Rixey, Robert P. Valentine and Robert H. Wood. The organization of the new company was completed at a series of meetings held in December 1903. The old second mortgage bonds were turned in, and new stock and bonds issued. The charter authorized $70,000 in capital stock (each share $25 par value); the company assumed the previously existing first mortgage of $25,000 and issued a new second mortgage of $75,000.

10

STREET PAVING AND OTHER IMPROVEMENTS

The first controversy to confront the Charlottesville and Albemarle Railway Company was the paving of Main Street, in which its track was laid. Many citizens of Charlottesville had said that the city's dusty, unpaved streets were a detriment to its progress, but fear of the high cost had prevented any action. A Special Committee on Street Paving, appointed by City Council on March 13, 1902, studied the matter, and its financing. Its report, submitted in July 1902, recommended the paving of Main Street, from the Chesapeake and Ohio Railway Station to the University Crossing (the western limit of the city) with vitrified brick, and the paving of a number of other streets with macadam; this could be paid for with a bond issue. (Even though the underpass had been completed a year and a half previously the location continued to be referred to as "the Crossing.") A special referendum on December 17, 1902, approved the sale by the city of $80,000 of four percent, forty year bonds to pay for the paving. The City Council created a special organization, the General Committee on Street Improvement, to oversee the work. In May 1903 the bonds were sold to Charles Jones Rixey, who was president of the Jefferson National Bank of Charlottesville, as well as treasurer of the street railway; soon thereafter the contract for paving was awarded to Pfaff, Ringwald and Smith of Chillicothe, Ohio, for $75,956.37. Earlier in 1903 C. Leonard DeMott, of Lynchburg, had been appointed city engineer; it was his duty to ascertain that the contractor's work equalled the task specified in his contract.

The street railway company was very much involved in the paving of Main Street, as it was the location of the company's principal route. Thus, an agreement between the Charlottesville and Albemarle Railway Company and the General Committee on Street Improvement was required before work on that street could begin. After its ratification by City Council on August 1903, this agreement became the basis for a contract between the company and the city. It provided that "new, up-to-date girder rail" (to be paid for by the company) should be used on Main Street, that the track from the top of Vinegar Hill to the University Crossing should be in the center of the street, and that the company should pay the city $5,000 for its share of the paving cost. The company would have preferred to have used the side of the street for its track, and thus facilitate the later addition of a second track, but agreed to accept the center, on recognition by the city of its franchise-given right to lay double track at some later date. Major Bolton was informed by the Baltimore office of the Pennsylvania Steel Company that the specific type of girder rail which had been demanded by the city engineer could be delivered in thirty or forty days. Therefore, on August 21, 1903, he ordered 175 tons of girder rail, at a cost of $6,562.50 (plus shipping costs). However, Al Smith, the local supervisor for Pfaff, Ringwald and Smith, complained that this delay in delivery of the street car rail was holding up his work. To resolve this dilemma a conference was arranged between him, Major Bolton, and George Perkins, chairman of the Street Improvement Committee. They found a solution: Smith's workmen would begin at once paving the north side of Main Street, working eastward from the University Crossing, the whole length of that street. Apparently the electric railway track, which originally in this part of Main Street had been laid along its south side (because the horse car track occupied the center), had never been moved to the center of the street, after the removal of the horse car track. The girder rail arrived in early October, and its installation began immediately thereafter.

At a meeting of the Street Improvement Committee, on October 23, it was agreed that the street railway would begin the next day to remove its track from Main Street eastward from Second Street West, so the contractor could start his paving work two days later. As a result, starting October 24, street cars ran only as far east as Second Street West. This work blocked both sides of Main Street, resulting in considerable loss to the merchants, whose customers were unable to get to their stores. By November 9 the line had been completed as far eastward as Midway Park; on that date the completed portion was put into use. However, because the Southern Railway had not completed the repairs to the wooden bridge that carried Main Street over its tracks, street car passengers had to walk across that bridge and take another car on the other side. Even though the Street Improvement Committee had recommended that the tracks of the passing siding at Midway be eleven feet apart (center to center), City Council, after much discussion and a close

vote, decided on November 30, 1903, that the tracks should be ten feet apart. Major Bolton protested (in vain) that this was too close for safety, as the sides of passing cars would be only about two feet apart. Following this decision, the contractor began the installation of the new tracks at Midway in early December. At the same time, because so much track had been torn up due to street work, the Charlottesville and Albemarle Railway decided not to collect any fare from its street car passengers, except for those who rode its Fry's Spring line.

A letter from City Engineer DeMott, which was read at the special City Council meeting on November 30, 1903, asserted that the new brick paving was being injured by the street cars' wheels, some of which were said to be in bad condition. The present car wheels had a 3-1/4 inch tread, but the new girder rail had a head only 2-1/4 inches wide. In reply the street railway's attorney, Daniel Harmon, stated that his company recognized its responsibility to maintain the street between the rails and for one foot on either side of them, but then continued:

> However, the Council cannot specify the wheel the Company is to use. The latter will put and keep the wheels in repair but will not be dictated to regarding the kinds of wheels to use. The company is ready to do what is reasonable.

The special committee, appointed by the Council to investigate this matter, found that all the bricks next to the rails were depressed three-sixteenths of an inch below the top of the rail, many bricks were cracked and loosened, and every wheel had a worn tread which was one inch wider than the rail. (At the time it had been ordered, Major Bolton had wanted to get rail with a wider head, because it would be the same width as the car wheels, whose wider wheel tread was needed for their safe operation on the "T" rail used on the Fry's Spring line.) The Council, after learning this, directed the street railway to repair the paving that had been damaged by the car wheels, and to install new wheels on all the cars, so the paving damage would not recur.

Councilman George W. Olivier, at the next meeting (December 10), after reading the excerpt from Harmon's speech at the previous meeting, quoted in the preceeding paragraph, expressed his irritation at the defiance of Council that Harmon's words "not be dictated to" implied. He then pointed out that the street railway had not carried out several obligations required by its franchise: it had not paid the tax of five dollars per year per car; it had not painted the electric light poles; and it had not kept up its $5,000 bond for faithful construction and maintenance of its line after the initial two years of operation. The city attorney was directed to investigate these charges. His legal opinion, delivered at the next Council meeting, upheld Olivier's assertions. Therefore, the Council directed its Committee on Ordinances to ascertain how much the street railway should pay the city, and whether any new ordinances were needed to protect the interests of the city. That committee's report (not made until the following July) recommended that the street railway pay only those fees and forfeiture amounts directly specified in the ordinances. The Council, at its August 1904 meeting, directed the city attorney to collect only the franchise tax on the cars, an amount the Ordinance Committee had estimated to total $120.

In early November 1903 some citizens, including the editor of the Daily Progress, had suggested that the grade of Vinegar Hill should be lessened before that part of Main Street was paved; the present grade of about eight percent would be too steep, if it were to be paved with slippery vitrified brick. At the City Council's meeting on November 12 it was agreed that this should be done, and $4,000 was appropriated for this purpose. However, no work was done, and in March 1904 the Street Improvement Committee asked the Council for additional guidance. Therefore it again ordered that the grade of Vinegar Hill be lowered, and directed the city engineer to include in that work the lowering of the sewer and gas mains. Now the work was undertaken in earnest, and by the middle of April the top of the hill was four and a half feet lower; its grade had been reduced to six percent. Obviously, operation of the street cars had to stop. Even so, Major Bolton wrote a letter protesting this action by the city engineer, and requesting that the street car traffic be delayed as little as possible. Therefore, in mid-May 1904, the Street Improvement Committee agreed to let street car operation resume before the paving was completed, provided the railway company would be responsible for any damage done to the paving by its cars.

By April 1904 the project neared completion, but some of the work was said to be defective. Major Bolton asserted that the cement had not set properly, allowing some of the track to sink below the paving. City Engineer DeMott thought that the sinking was due to the cold temperatures and not to poor workmanship; the matter would settle itself when the weather became warmer. He stated that the work done had been in accordance with the contract. Major Bolton insisted that the work on the whole length of the street car line "is worthless and entirely unsatisfactory to the [railway] company." The Improvement Committee decided, after some discussion, "that as under the present contract the opinion of the City Engineer is final, so far as the city is concerned, the committee is obliged to sustain the engineer."

At the June 1904 meeting of the City Council a letter was sent to Major Bolton, requesting immediate payment of the $5,000 the Charlottesville and Albemarle Railway Company had agreed to pay the city for street paving. This he declined to do, stating that the rebuilding and paving of the eastern end of the street railway had not been completed, and that the work done had not been satisfactory; he suggested that an impartial engineer be retained to decide the matter. The Council quickly acted to rectify one of Major Bolton's objections, as it directed the city engineer to complete the paving of the eastern end of the street car line at once.

However, this had to be delayed because the construction of the ramps leading to the new bridge (still under construction) over the Chesapeake and Ohio Railway from East Main Street to Belmont had not progressed enough; the paving around the street railway's track was not completed until September. To answer Major Bolton's other objection, Henry L. Lane of Esmont, president of Lane Brothers Company (railroad construction contractors), examined the paving adjacent to the street railway's track; his report indicated that it was satisfactory.

The street paving contract, twice extended, finally was completed on November 29, 1903. The city retained $2,850 from its final payment to the contractor, because of failure to complete the work on time, and because of defective work. This included one area of bad work on the street car track, located just east of the Southern Railway overpass. The contractor refused to accept this, and turned the matter over to his attorneys. The latter negotiated with the City Council, resulting in a final agreement made in March 1905 that the city would deduct only $1,425 from the original contract fee, and would release the contractor from any future contract liability.

Because Lane's satisfactory opinion of the paving contractor's work was not in agreement with that of the street railway company, Major Bolton and the City Council agreed to settle the matter by formal arbitration. The arbiters were asked to settle only two questions:

> Whether damage has resulted to the city from injury to the Main Street pavement adjacent to the railway from defective wheels on the C. & A. Railway cars, and if so, how shall it be remedied, and what amount is due the City of Charlottesville for making the track of said railway within the corporate limits of the city under contract of October 9th, 1903.

The report of the arbiters was that the street railway should pay $2,500 to the city, and that the city should release the railway for five years from its charter and franchise requirements to maintain the street paving between and near its rails. This report was totally unacceptable to the City Council, because the arbiters had not answered the first question given to them, and because their decision to suspend the company's obligation to maintain the street paving within its tracks exceeded the powers conferred upon them. (The arbiters were W. E. Catahaw, T. M. Talcott and Judge John M. White.) Therefore, the Council hired attorneys who sued for an injunction to prevent the enforcement of any arbitration award against the city. Not until November 26, 1907, because of postponements, did the suit come to a hearing in the Corporation Court. The street railway won, but the city appealed to the Supreme Court of Appeals, which on September 8, 1909, ruled in favor of the Charlottesville and Albemarle Railway Company.

Even though the relaying of the railway's track in newly-paved Main Street occupied much of Major Bolton's time, other matters also demanded his attention. Attractions at Jefferson Park needed continued improvement, so people would continue to want to get there and thus pay trolley fare to the company. The cars and track had to be maintained. The company's somewhat elderly power plant machinery had to be kept in running order. The city's street lights, installed and maintained by the company, often were a source of contention.

The Jefferson Park Chautauqua, held August 19-29, 1904, was probably the biggest event there of the summer. An auditorium with a seating capacity of 3,000 had been built especially for this event by the King Lumber Company. This, like all other activities at Jefferson Park, was free to all the public, regardless of their mode of transportation; but many rode the street cars, and thus added their fares to the street railway company's income. Motion pictures, shown in the pavilion, were an added attraction in May 1905, and became very popular. A roller skating rink was installed in January 1906, but was closed in April, so a new floor could be put down for the benefit of the dancers, as dancing had become more popular. Movies and dancing were so popular that the company tried to use them to attract people to Jefferson Park in the winter. Even though the open sides of the pavilion had been enclosed (using some sort of temporary covering that could be removed the following spring), fewer people came than in the summer, perhaps because the only heat was a large fireplace in the club house.

The Charlottesville and Albemarle Railway Company owned a real estate development, also named Jefferson Park, located along the outer end of its Fry's Spring street car line. Some of the land had been sold by its predecessor companies, but much remained undeveloped. The Albemarle Horse Show Association in January 1906 bought the land that they had been renting. Its two-day horse show, every August, was an important source of income for the street railway company; in 1906 the company received $574.80 from 13,192 passengers, and in 1907 it received $725.05 from 16,184 passengers. There were only 11,550 passengers in 1910, but it took nine cars (all the company owned) to carry them. The horse show grounds were modified in 1909 for use as a baseball field; the first game, on August 29, between a Charlottesville team and a team from Ivy, drew 150 spectators.

A use for another tract of Jefferson Park's land was announced by the Wonderland Corporation (which had been chartered January 15, 1907); it planned to operate an amusement park there, to be named "Wonderland." Jacob J. Leterman, co-owner of Charlottesville's very successful Leterman Company Department Store, was its president and manager. He had "obtained his ideas from visits to the larger parks of big cities." Five acres of land, across the street car line from the Jefferson Park Hotel, and south of the horse show grounds, were bought. Here were built a large entrance building, a dancing pavilion and a bandstand. Opening night was Monday, June 24, 1907, and the crowd of over 2,500 people was more than the street car company could handle, even though every car it owned

was in use. The entrance building, painted all white, contained bowling and box-ball alleys, billiard and pool parlors, a shooting gallery, "Zip, the Dodging Monkey," and other attractions of the carnival type. Wonderland charged a general admission fee, but once inside, many attractions were free, including concerts by Mountcastle's Orchestra or the Citizen's Band. Free movies were added in July 1907. After closing for the winter, Wonderland, "the city's beautiful pleasure place," opened again on May 11, 1908; the 1,500 people who attended were treated to a band concert and fireworks display, and the "electric cars did a land office business for several hours." In addition to the regular attractions, traveling groups, such as Eidon Greater Amusement Company and Ramsey's Polite Vaudeville Company, were booked for engagements of a week or so. Wonderland opened its third season on Monday, May 31, 1909, and about one thousand people attended that day. They found that the dancing pavilion had been converted into an 800-seat casino, where "high class vaudeville" and motion pictures would be seen. However, a month later the Wonderland Corporation declared its bankruptcy and closed its park.

> This pretty little park was the pet dream of Mr. J. J. Leterman, who labored unremittingly to make it a success financially, but the storms of finance and hard times overwhelmed the project, and it proved a losing proposition from the first.

The property reverted to the ownership of the street railway company.

To carry the summer crowds to Jefferson Park, and to relieve older cars that were increasingly difficult to keep in repair, two additional open motor cars were obtained "from Boston" in June 1904. (The original owner of these second-hand cars is unknown.) During the fall of that year two of the company's closed cars were thoroughly overhauled and "painted in canary colors;" the editor of the Daily Progress observed that they "presented a handsome appearance." However, appearance was not enough; in August 1905 the City Council passed an ordinance requiring that each car be disinfected with formaldehyde at least once a week. Their cleaning was not properly done, at least in the opinion of one "Daily Sufferer," who wrote that the street cars were dusty and unsanitary, and that they had poor ventilation.

The two trestles on the Fry's Spring line required a great deal of maintenance, and passengers worried whether they were safe. The trestle near Cabell Hall had been repaired in 1905, but in the winter of 1909-10 it was replaced by a fill. This was done at the same time that Albemarle County improved and widened Lynchburg Road (present Jefferson Park Avenue), alongside which the street car track ran, from the Chesapeake and Ohio Railway underpass to Buffum's Crossing (near Dawson's Row). This portion of the line was located on land belonging to the University of Virginia, and the approval of its Board of Visitors was required for the realignment and regrading of the track in this area. Included in this approval was permission to construct a siding at the point known as Old Infirmary or University Station (approximately the same location as the new entrance to the University Hospital). As far as is known, the siding was not built.

Power for the Charlottesville and Albemarle Railway Company's street cars, as well as for the city's street lights and almost all other power and light requirements in the city and nearby, was generated at the company's power plant, located near Union Station. A breakdown in its machinery would cause the street cars to stop where they happened to be, and many or all of the city's electric lights to become dark. There had been several occasions previously when the power failed, but the accident of December 23, 1905, was more serious. The piston head of one of the engines blew out, destroying one side of the power plant building. This caused such a shortage of power that the city's street lights could not be turned on until after the street cars stopped running. As a result, on December 27 the city's gas lights were turned on for the first time since 1901. Not until November 17, 1906, when the installation was completed of a new 350 horsepower engine, which had two 14-foot diameter fly wheels, did the situation improve.

The long period in 1906, in which the city's street lights remained off until late in the evening, provoked a letter to the editor of the Daily Progress from the Rev. Henry W. Tribble, president of the Rawlings Institute:

> I wish to protest earnestly against the way our town is treated by the electric light company. [Street] Cars can run and the ice factory can run, but we get no lights on our streets till time to go to bed. Then they turn on light for us to see how to sleep.

Major Bolton replied in another letter to the editor. Other letters were written by members of the City Council's Committee on Lights. The citizens of Charlottesville learned, to their surprise, that the city's contract with the street railway company for street lights had lapsed in April 1904 and had never been renewed. The company wanted a contract for three years at a single fixed rate. The Committee on Lights, citing poor service, hired an electrical expert, who prepared a better contract. Despite repeated meetings, the two sides could not agree on a contract. Mayor George W. Olivier and several members of the City Council were in favor of the city building and operating its own electric power plant, but no action ever was taken on this idea. Finally, Major Bolton made an oral arrangement with Judge Richard T. W. Duke, a member of the Committee on Lights, whereby the street lighting was continued, without a new contract, at the rate of sixty dollars per light per year. When the company had completed making improvements to its power plant and had replaced defective street lamps with new ones, contract negotiations would be resumed.

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THE EMBEZZLED EXTENSION

Since the time of Charlottesville's first proposed street railroad the University of Virginia had been the favored destination. However, both the Charlottesville and University Street Railway Company's horse car line and the Piedmont Construction and Improvement Company's City and Suburban Railway had been stopped short of their preferred destination by the Chesapeake and Ohio Railway Company's track at the University Crossing. For the street railway to cross that railroad's tracks at grade required the approval of that railroad and of the University (whose land adjoined both sides of the railroad at this point). Both refused to grant this approval. The underpass replaced the grade crossing in 1901; however, the Chesapeake and Ohio Railway Company, which designed and built it, was not interested in providing adequate clearance for street cars, but only for the usual horse-drawn vehicles of the time. Nevertheless, the street railway's owners, the citizens of Charlottesville and people at the University all hoped the western terminus of the line could be located nearer to the center of the Grounds than the University Dispensary (approximately the same location as the present George Rogers Clark statue). The construction in 1893 of Fayerweather Hall gymnasium, located on Rugby Road, and the opening in 1901 of Lambeth Field, located near Rugby Road, created other possible destinations for the street railway.

The editor of the Daily Progress was excited in February of 1903 by a rumor of a "splendid extension" of the street railway:

> It is said that it [the street car line] is to be extended up the Ivy road to the gymnasium and out Rugby road, making its northern terminus near General T[homas] L. Rosser's residence. [Named "Rugby"; it still exists in 1983, located at 908 Cottage Lane, near Rugby Road.] Possibly the company may see its way clear to extend the line to the Country Club's grounds.

Like most rumors, nothing came of this. Not until six years later did the idea come up again. The stockholders of the Charlottesville and Albemarle Railway Company, at their annual meeting on September 8, 1909, gave their approval to the suggestion that the western terminus of the street railway line be extended to Lambeth Field (they also approved the extension of the eastern terminus to Locust Grove), and referred the matter to the company's board of directors for implementation. A year later, at their next annual meeting, the stockholders again approved the extension of the street car line to Lambeth Field. A special stockholders meeting was set for October 1, 1910, to authorize the issue of bonds, not to exceed $5,000, to be used to pay for the extension. As the preferred location for this new line was on the property of the University of Virginia, permission for the use of that land was needed. The requested location was:

> Along the terrace West of what is known as "Rugby Road," and between said Road and the walk immediately East of the Fayerweather Gymnasium. Said line to begin at the Ivy Turnpike Road, and run in a North-westerly direction to the C. & O. Railway overhead bridge on the Rugby Road.

The Board of Visitors of the University gave their approval on November 18, 1910, subject to the condition that they could demand its removal, after giving sixty days' notice.

No construction work followed the Board of Visitor's approval; no bonds were issued. After a winter of inaction, the coming of the spring baseball season led the editor of the Daily Progress to say, "the extension of the street car line to the ball ground [Lambeth Field] died at home plate." A later remark was stronger: "Why shouldn't the local electric light company exhibit a few signs of enterprise?"

The Charlottesville and Albemarle Railway Company (which was the proper name of "the local electric light company") was insolvent. In addition, its treasurer, and principal stockholder, Charles Jones Rixey, had been indicted for embezzlement. People in Charlottesville knew about his financial entanglement, as the declaration of bankruptcy, on December 29, 1910, of the Virginia Safe Deposit and Trust Corporation, of which he had been president, had been reported in the Daily Progress. This bank was located in Alexandria, Virginia, but it had eight branches, including one in Charlottesville. Judge Louis C. Barley, of the Corporation Court of the city of Alexandria, in addition to appointing receivers for the Trust Corporation, directed a special grand jury to look into its affairs. Their report,

presented January 24, 1911, stated that Rixey was responsible for the collapse of that bank. Soon afterwards his family, to prevent him from being convicted for grand larceny and embezzlement, had him declared insane. The commonwealth's attorney for the city of Alexandria brought action to have him committed to the asylum for the criminally insane at Marion, Virginia. This was opposed by his family, all the way to the Supreme Court of the United States. (Pending the outcome of the case, he was placed in the Western State Hospital for the Insane, Staunton, Virginia.) However, they were unsuccessful, and on February 25, 1915, he was taken to Marion. The report of the bank's receivers, made March 23, 1911, included information about Rixey's financial dealings with the Charlottesville and Albemarle Railway Company: He had made six loans, whose principal totalled $22,836.73, to the railway, and had taken as collateral 494 shares of stock ($50 each par value) and twenty-one bonds ($500 each par value). The loan notes then had been sold at discount, and the bonds had been sold. In both cases, the embezzled proceeds had been placed in Rixey's personal account in the Trust Corporation. The loans had never been repaid. In addition, he allowed the railway company to overdraw its account by $4,057.78. The receivers also reported:

> We find also quite a large amount of overdue coupons from the bonds of this Railway. When the Railway did not have funds, Mr. Rixey would pay the coupons out of the funds of the Trust Company, and wait until the Railway could repay it.

In 1912 the receivers, seeking to recover as much money as possible for distribution to the depositors, brought suit against the directors (including Rixey) of the now-defunct Trust Corporation. The directors were charged with negligence and carelessness in permitting Rixey to embezzle the funds of the corporation. Included among the many charges was the following:

> In February 1904, the said C. J. Rixey was the owner of $14,550.00 worth of the capital stock [291 shares] of the Charlottesville and Albemarle Railway Company. The stock at that time was worthless, yet the directors of the corporation, without an examination as to its value, permitted this worthless stock to be sold to it at its par value of $14,550.00, by the said C. J. Rixey, he the said Rixey receiving that sum of money from the said corporation for the same. The notes of the Charlottesville and Albemarle Railway Company were discounted by C. J. Rixey and the stock of the said company and its bonds were held as collateral security for the payment of this obligation.

Louis T. Hanckel, Sr., a Charlottesville lawyer who on September 10, 1908, had replaced Major Bolton as president of the Charlottesville and Albemarle Railway Company, attempted to continue work on the company's planned extension to Lambeth Field. In June 1911 the street railway company requested from the Charlottesville City Council permission to lower West Main Street under the Chesapeake and Ohio Railway's overpass, so there would be sufficient clearance for its street cars. At its July meeting, the Council gave its preliminary approval to the work, but specified that final approval would not be given until a detailed proposal had been drawn up and ratified by the Council. That proposal, presented to the Council at a special meeting on August 3rd, was discussed, amended and passed at its meeting on August 14, 1911. The ordinance permitted the street railway company, at its own expense, to lower a narrow lane, just one-track wide, in the middle of West Main Street, from the University Dispensary to the county line. This depressed private right-of-way had to be fenced and lighted, and work on it could not start until after the construction of the street car track from Rugby Road to the other side of the underpass had been completed. A few days later the editor of the Daily Progress denounced this action by the City Council:

> The results seem to us rather remarkable if not ridiculous. The railing off of a part of the public highway for the exclusive use of the railway company is an act which ought not to be justified and which we hope is incompetent and can be annulled by the courts. It adds a spectacle to the approach to the University which increases that other spectacle, the C. and O. bridge of hideous memory. . . . The extension of the electric cars in the suburbs could have been accomplished by grading down the entire street and keeping the track in the middle, where it is at present. . . . This was the first course proposed, and we know of no sound argument against it, while we know of no good one in favor of the plan adopted.

The cost of the plan as detailed in the Council's ordinance, even though it was cheaper than regrading the entire width of the street, was more than the street railway company could afford. Thus, no work was done on the extension. However, the Daily Progress' last word on the matter, published in November 1911, was prophetic: "The street cars are going under the bridge even if they have to duck to do it."

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"MAKING A SMALL COMPANY PAY"

The receivers of the Virginia Safe Deposit and Trust Corporation, in going through Charles Jones Rixey's incomplete and disordered financial records, had found stock certificates for the Charlottesville and Albemarle Railway Company, totalling 1,242 shares, as well as $1,200 (par value) of its bonds. These had little value, and at first no buyers were found. Then, as people realized that these shares represented forty-five percent of the total of only 2,784 shares that had been issued, more buyers appeared. On October 25, 1911, the receivers held an open bid competition, resulting in a winning bid of $3,525, for all the stock and bonds, from William O. Watson, of Charlottesville. This was reported to Judge Louis C. Barley on November 13. On that same day, there was received an upset bid from Frederick W. Twyman and his attorney George E. Walker (both from Charlottesville) for $4,000, for all the stock and bonds. Judge Barley said he would study the matter, and would issue his decision three days later. As this was not satisfactory to Twyman and Walker, they withdrew their bid. The Judge's decision awarded the stock to Watson, for a consideration of $13,250, and the bonds to Robert H. Wood (of Charlottesville), for $900.

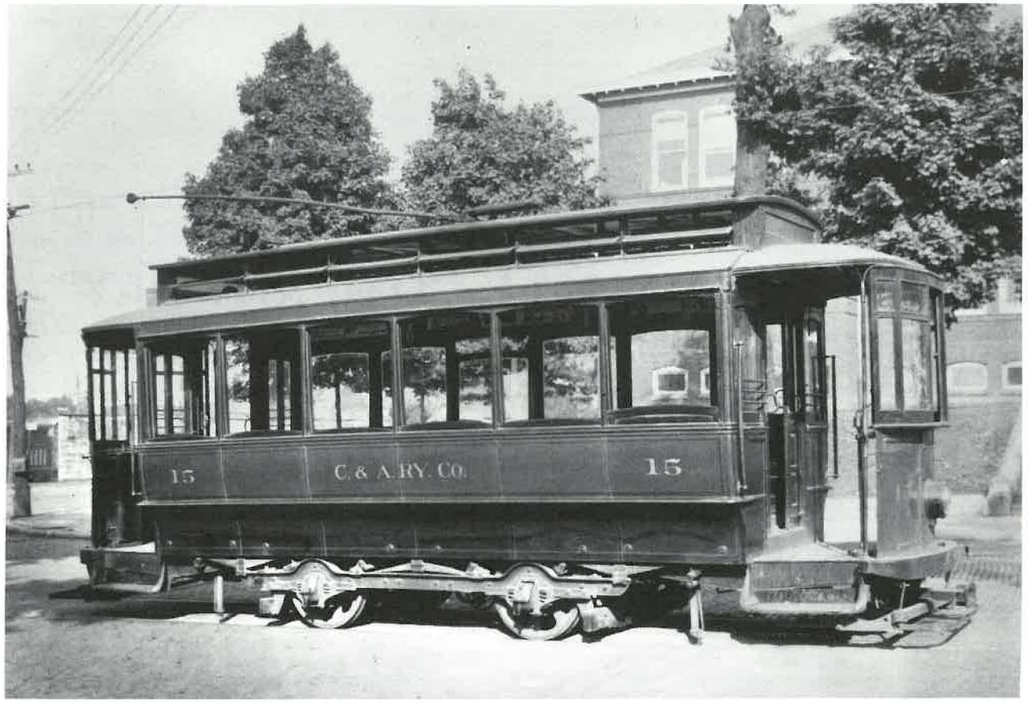
Charlottesvile people read with interest the report in the May 4, 1912, issue of the Daily Progress, quoting the current issue of the Manufacturers Record, that the Charlottesville and Albemarle Railway Company had been sold to John Leo Livers and W. G. Mathews, both of whom were officers of the Rockbridge Power Corporation, Lexington, Virginia. In this very first announcement the new owners gave a clear indication that electric power was their primary interest--they stated that a 5,000 horsepower hydro-electric power plant was planned to be built in Goshen Pass (northwestern Rockbridge County, Virginia), and transmission lines would be built to Clifton Forge, Lexington, Staunton, Waynesboro and Charlottesville.

The new owners took possession of their property on July 1, 1912. An election of officers was held a day or so later. At that time the "real" new owners became known: Frederick C. Todd, Norman W. James and Livers (listed in order of their probable financial investment in the company). It seems obvious that Watson had sold to these men the stock he had bought from the receivers of the Virginia Safe Deposit and Trust Corporation; or else he, and Mathews as well, were acting as "fronts" for Todd and James. Both of the latter were residents of Baltimore-- Todd being the Baltimore representative of the General Electric Corporation, and James being president of the N. W. James Lumber Company. However, both were careful not to offend local pride, realizing that up to this time the Charlottesville and Albemarle Railway had been a locally-owned company. Todd praised the city, calling it "the most desirable residential city he knew of in the south." Hanckel was allowed to remain as president until the next shareholders meeting, but the election of James as vice president and Livers as general manager was a clear indication of who controlled the company.

General Manager Livers (pronounced Lie'-vers) had been born in 1878 in Gettysburg, Pennsylvania. He started work at the age of eighteen as a linesman helping to build electric power transmission lines, and then worked for several years in various phases of construction work. In about 1900 he became a contractor and during a period of twelve years constructed more than 100 electric light and power plants. Apparently during these years his home was first in Lancaster, Pennsylvania, and then in Woodstock or Grottoes, Virginia.

At the officers' meeting in July it was reported that "most of the old stockholders will retain their interest in the company and will co-operate with the new purchasers in making their investment profitable." However, many of the stockholders must not have agreed with this, for the total number of stockholders dropped from forty eight on June 30, 1911, to twelve on June 30, 1912, and to five on June 14, 1913.

Immediately after taking possession the new owners of the Charlottesville and Albemarle Railway began to make changes. Their first move was to increase the sales of electricity, both to power electric motors and especially to light homes and businesses. Permission was obtained from the Albemarle County Board of Supervisors to build power lines along the county's roads, and by the end of November lines had been extended to the Fifeville, Belmont and Locust Grove neighborhoods, as well as to the Woolen Mills, and lines to Preston Heights and Pantops were under construction. On July 11 the company's first advertisement appeared in the Daily Progress. It both appealed to



Car 15 on Ridge St. in front of Midway School on 24 August 1918. Acquired from Washington in late September 1912, it was probably built by Brill. Lord Baltimore truck. **Holsinger.**

civic pride and urged the use of electric lights as essential to a modern progressive city. In early August four salesmen were hired, and a New Business and Wiring Department was opened. By November such a demand for house wiring had been created that this one department was divided into three: New Business, Electrical Wiring and Meter. Every issue of the Daily Progress had an advertisement, usually for electric lights, but sometimes for electric irons, toasters, washing machines or other appliances. Many of the advertisements emphasized that it was easy to wire an old house, and that the railway company would be eager to do it. By mid-December the company's sixteen electric wiring installers had wired the homes or businesses of three hundred customers. At the end of two years the new owners had increased the number of their customers from three hundred to 1,006. The number of arc lights, most of which were city street lights, had increased from 106 to 140, and those arc lights near and west of The Junction received larger and brighter lamps. Even though the former rates of five to eighteen cents per kilowatt-hour had been reduced to four to twelve cents, income from the power and lighting business had increased from $18,541 to $36,176 over two years.

When the new owners took over the operation of the Charlottesville and Albemarle Railway, they found that the cars were antiquated, dark and dirty. Washing and repainting were a temporary solution; new cars were a better answer. The old cars were repainted outside in orange and blue (the school colors of the University of Virginia), and on the inside in white bathroom enamel, making them look clean and bright. Also, push button buzzers were installed in all the cars, to be used by passengers to signal their desire to get off. Beginning on July 12th the motormen were instructed to stop the cars on the near side of street crossings, "as is the custom in other cities." Because the older cars were not able to handle the crowds at times such as the annual horse show, and presumably because they were in poor repair, three more open cars and two more closed cars were obtained, all second-hand. The open cars arrived in late July from the Philadelphia Rapid Transit Company, without having been repainted; but the closed cars, from the Capital Traction Company (Washington, D.C.), had been repainted, probably in the same orange and blue scheme. This livery was intended to be for the benefit of the University students, but some of them objected to it:

> As residents of the University, we think it our duty to protest against an innovation just thrust upon our city by the Charlottesville and Albemarle Street Railway Co. . . . It has painted them [its cars] with the colors of our Alma Mater, Orange and Blue. It is a downright sacrilege. During the recent

View south on Ridge St. showing from left, car 11, ex-Philadelphia Laclede, 4, built by Brill for Charlottesville in 1894, and Brill Nearside 25, taken 18 July 1914. The car barn is behind car 4. Note cut-down car roofs to clear C & O underpass. **Holsinger.**

carnival at the Horse Show grounds, these Orange and Blue cars were used as Jim Crow cars. . . . Let the company scrape their cars and repaint them blue and red, or yellow and lilac, or purple and pink--anything but Orange and Blue.

The railway company was quick to defend its cars. Its truculent reply appeared in the Daily Progress the day after the students' letter had been printed:

> We will paint our cars any darn color we darn please and it is nobody's business. It is a compliment to the University to have their colors on our cars, which are the best and fastest in the state.

These old cars, despite their repainting, were heavy and used a lot of power. Therefore, in June 1913 five new cars were ordered from the J. G. Brill Company of Philadelphia. These were closed cars of a type described by their builder as "semi-convertible nearside cars." Though five feet longer, they only weighed nine tons, as compared to twelve to fifteen tons for the older cars. The new cars required only one man as an operator, whereas the older cars needed both a motorman and a conductor. Livers' suggestion that these cars be called "single operated cars" did not win general acceptance; "one-man cars" became the accepted term, both in Charlottesville and elsewhere. The new cars had seats for thirty-six passengers, while the older cars only seated twenty-four. One of the new cars, painted orange and blue, was exhibited at Atlantic City, New Jersey, across the Boardwalk from the Million Dollar Pier, during the annual convention of the American Electric Railway Association, October 13-17, 1913. It was decorated with a banner reading:

> This car for Charlottesville and the Blue Ridge Mountains of Virginia. Good enough for Jefferson, why not you? The Orange and Blue mean University, too. Poe, Underwood, Wilson, that's all.

The new cars arrived in Charlottesville on railroad flat cars on November 5, and five days later were unloaded. The rest of that month was used to train the railway employees in their use. During one training trip, while returning from Fry's Spring, Car 20 jumped the track and fell down a five-foot embankment. Though its speed had been moderate, the car had been running backwards, which contributed to the accident. No one was hurt, but all the glass in one side of the car was broken. The new cars went into regular service on December 1, 1913. Two more cars, similar to the first five, arrived in late June 1914, and immediately were put into service.

The first five new cars had been ordered on June 6, 1913, by the Red Land Power Corporation, which was owned by the same men as the Charlottesville and Albemarle Railway. The last two new cars were ordered on December 11, 1913, by the Goldsboro Traction Company, Goldsboro, N.C., but were shipped to Charlottesville direct from the builder in Philadelphia. It is interesting to note that Livers, who was general manager of the Char-

lottesville and Albemarle Railway, was also president of the Goldsboro Traction Company.

At the first officers' meeting, in early July 1912, the new owners had expressed their plan to extend the street car line. Just a month later, as a preliminary step toward a longer extension, the West Main Street line was extended about a half block from the University Dispensary to the intersection of Fourteenth Street. The track for this short distance had been laid at the time West Main Street had been paved, but no overhead wire had been strung then. On August 21 the Albemarle County Board of Supervisors granted the railway company permission to lay its track in Ivy Road (now known as University Avenue) as far west as its intersection with Rugby Road. It was to be located in the side of the road, just outside the University's stone wall. (Ivy Road was unpaved, but it had been graded and macadamized in November 1908.) Work on the extension began on August 26 and by August 31 cars were running to "the Corner" (just west of the Chesapeake and Ohio Railway underpass); on October 1, 1912, the entire extension to the intersection of Rugby Road was put into operation. The street railway's older cars were too high to go under the Chesapeake and Ohio Railway bridge (whose clearance was only thirteen feet), but this problem was solved by cutting down their monitor roofs into arched roofs. (A monitor roof car was built with a raised center roof, separated from the lower roof by clerestory windows; the local carpenter removed these windows, and lowered the center portion of the roof.) This was done by a local carpenter at a cost of $6.75 per car, including both labor and materials. In July of the following year the street railway company was given permission by the County Board of Supervisors to extend its line from its previous terminus to the bridge that carries Rugby Road over the Chesapeake and Ohio Railway tracks, near Lambeth Field. The Daily Progress predicted "that [street] cars would be running in time for the 1913 football season." However, this did not happen. The second extension was built mostly in February 1914, and was put into operation on March 10th of that year. The terminus of the new line was University Place, just across the railway bridge.

During this period the company was also concerned with improvements to other parts of the railway. In November 1912 it and the city cooperated to repair the defective places in Main Street's brick paving. At the City Council meeting the following March permission was requested to install two more passing tracks on the single track line, so the street cars could run more frequently, and thus better carry the increased traffic. There already were passing tracks on Main Street at Ridge Street and at Eleventh Street West; the new ones were proposed to be located in front of the Jefferson Theatre (between First and Second Streets East) and in front of the Clermont Hotel (near Eighth Street West). A number of citizens voiced their opposition to the passing track near the Jefferson Theatre. They preferred first to have Water Street extended to connect with Main Street, near the top of Vinegar Hill. That connection would divert some wagon traffic from Main Street, but the street railway's passing tracks would create traffic congestion. The City Council, at a special meeting on April 24, approved the railway company's request; but specified that both tracks must be equidistant from the curbs of the street (the company had wanted just to add an additional track next to the existing one, which would have cost less). Because of the time required to order and fabricate the specially-shaped rails needed for the switches of the passing tracks, they were not installed until April 1914.

One needed improvement, which the street railway company was unable to accomplish, concerned the wooden bridge that carried West Main Street (and a single street car track) over the Southern Railway. The editor of the Daily Progress was critical of that railway's failure to maintain it:

> Time For a Better Bridge. The wooden bridge . . . is an eyesore to our people and to visitors. . . . The patchwork repairs, especially on the side next to the Union Station, have been made with timbers so warped that walking over a part of it is attended with considerable certainty of stumbling. . . . Our chief street is carried by this wretched affair.

The Southern Railway, however, had grander plans for this bridge--it was to be replaced by a new bridge. By 1914 the section between Orange and Lynchburg was one of only a few remaining single track sections on the Southern Railway's main line between Washington and Atlanta. At the time the second track was laid the line also was straightened; one of the curves made less sharp was at Union Station. The new track alignment made necessary a new Main Street bridge, to be located just west of the old one. While this work was going on, a temporary bridge, located just south of Main Street, was used to carry that street's traffic. Included was a single track for the street cars. The new bridge was of concrete construction and carried two street car tracks. The street railway company had extended its passing track, built in front of the Clermont Hotel in 1914, as far as the western approach to the new bridge. This stretch, about a block long, was the Charlottesville and Albemarle Railway Company's longest section of double track.

The Fry's Spring line also received attention. Its one remaining trestle, which was located east of "Hillside," the home of the late Daniel Harmon (he died April 27, 1912), and just east of present Harmon Street, was badly decayed. Instead of rebuilding the two-hundred foot long structure, the street railway filled in, in May 1913, at a cost of $850. By coordinating this work with the county, and offering to share the expense, the railway company obtained a more permanent right-of-way for its track, at a cost of only one hundred dollars, and the county, using its convict road gang, obtained a first-class macadamized road. Residents along the route appreciated the improved road, and the railway company benefitted from the favorable publicity.

John L. Livers. Photograph taken on 27 August 1917 when he was 39.
Holsinger.

Since the new nearside cars were single-ended, adjustments had to be made to the tracks at the ends of the lines so they could turn around. (All former cars had been double-ended; their direction of travel could be reversed without turning around.) Loop tracks at the ends of the street car lines were the solution. There was plenty of land (already owned by the railway) on which to build a loop at Fry's Spring, but this was not the case at the other two ends of lines. In April 1913 the railway company asked the City Council for permission "to lay a new track with two switches around the grass plot in front of the Chesapeake & Ohio Railway passenger station." However, this was not granted, for it was learned that the driveway in front of the station was owned by the railway, which would not permit the track to be installed. To get around this impasse, General Manager Livers conceived the idea of building a turntable for the street cars, and asked the Council for its approval. This it did in November, with the condition that it should be removed at the end of eighteen months. The turntable, a makeshift affair built of steel, was installed in the middle of East Main Street, in front of the Home Steam Laundry. After about a year the Chesapeake and Ohio Railway relented, and permitted a loop to be installed in front of its passenger station. This was done in December 1914.

The location of the third loop was near the end of the Charlottesville and Albemarle Railway's University line, near Lambeth Field. As all land in this area was owned by the University of Virginia, the railway company in June 1913 requested permission from its Board of Visitors to enter the University grounds so the street cars could be turned around. However, the Board declined to take any action on this request. In March 1914, as the Lambeth Field extension was being completed, a turntable was installed at its terminus. This was soon found to be a slow and inefficient way to turn the street cars around. The railway company, after studying the wording of the authority granted it by the Board of Visitors on November 18, 1910 (by which it was allowed to build a street car line on the University's property next to Rugby Road), concluded that construction of a turning loop was included in that permission. Acting on that premise, the company bought and brought to the site the special trackwork, and in late April of 1914 graded the site (adjacent to Carr's Hill Road) in preparation for installation of the loop track. At that point the error in its reasoning was pointed out to the railway company, and immediately all work stopped. Thereupon its attorneys quickly prepared the necessary request which was presented to the Board of Visitors for consideration at its meeting on May 8, 1914. Despite the company's careful analysis of the need for a turning loop, so better service could be provided for University people, the Board of Visitors denied the request, saying:

> It is the sense of this Board that it is not desirable for the Charlottesville and Albemarle Street Railway to lay its tracks upon the University grounds, otherwise than as heretofore permitted; and that the said railroad be requested to remove the loop . . . and restore the said ground to the condition in which it existed prior to the work done with reference to said loop.

In March 1915 the Board of Visitors was requested to reconsider its denial of the use of University land for a turning loop, but it declined to do so. Finally, in November 1918, the railway company gained its wish. A request, made in person by John L. Livers, by then vice president of the Railway Company, and supported by a resolution passed by the City Council of Charlottesville, presented in person by Mayor E. G. Haden, was approved. Soon thereafter the loop was installed. This brought the Charlottesville and Albemarle Railway's track to its all-time maximum extent.

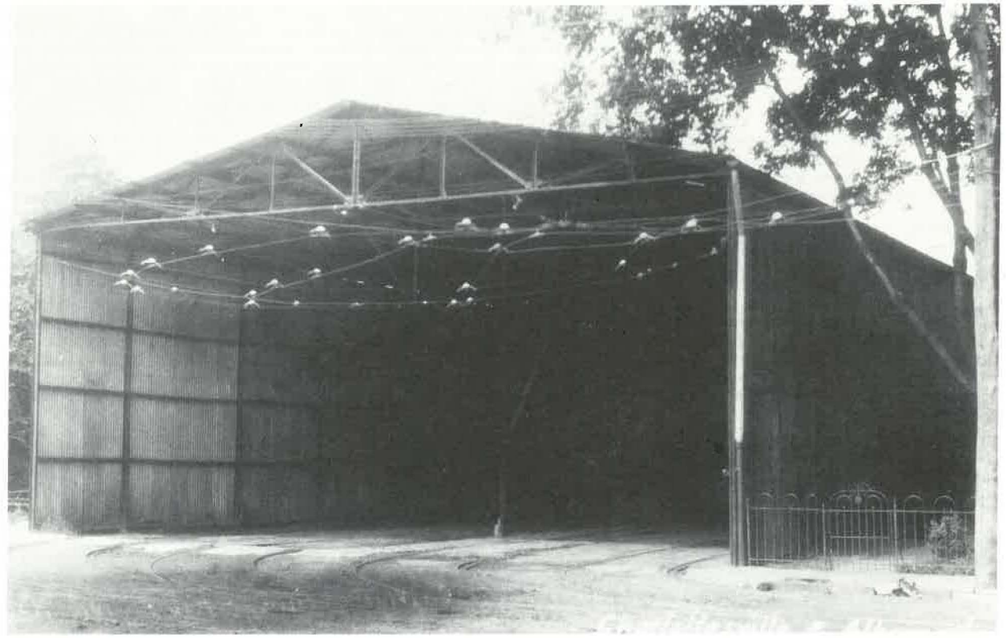
Jefferson Park was an important destination for many people in Charlottesville. In the summer large crowds rode the streetcars in order to enjoy the movies and to dance (or watch the dancers). While these were free, their participants' street car fares provided considerable revenue. Therefore, the railway

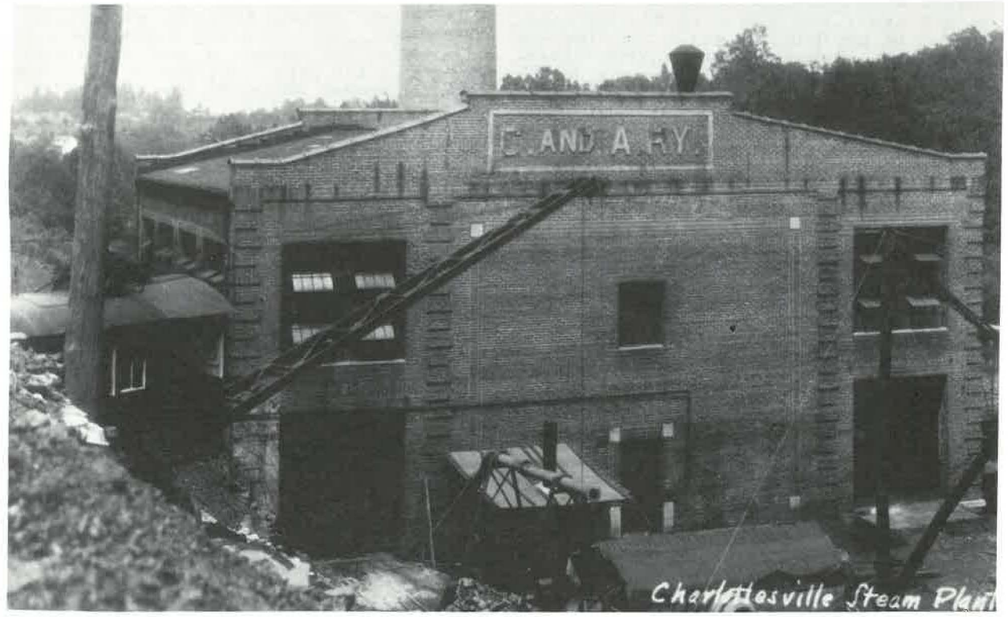
Cars 3 (at left) and 666 at Ridge and Main Streets on a Salvation Army outing on 14 August 1914. Car 666 was bought from Philadelphia in July 1912. The car roofs have been cut down in order to clear the C & O underpass. **Holsinger.**

company's new owners made plans to improve Jefferson Park. During the fall of 1912 a detailed topographic map was made of the property, and advice was sought from a landscape engineer brought from Baltimore. Starting in January and ending in June 1913 the Jefferson Park Hotel was carefuly dismantled. All its building materials were saved for reuse, and its furnishings were sold at a public auction on February 5. Six cottages were built from its materials, and in addition much material was left to improve Jefferson Park's facilities. The pavilion, used for dancing, had its floor raised and doubled in area. This building was enclosed with windows and heated with steam using radiators from the former hotel. A Welte electrically-operated organ was substituted for the human musicians, thus realizing a considerable saving in the pavilion's operating cost. The enlargement of the pavilion had necessitated relocating some of the seats for the motion pictures, which still were shown out-of-doors in the evenings to enthusiastic crowds. The spires and turrets of the former hotel were used as gazebos and summer houses in the park's grounds. A playground was added to make it more attractive for children. However, Jefferson Park's popularity was a warm weather phenomenon, and the new owners (unlike the previous management) made no effort to keep it open to the public after September or before May. During those months private dancing parties were its main activity.

Surrounding Jefferson Park was a large area of real estate (owned by the Charlottesville and Albemarle Railway Company) which was slowly being developed. In January 1913 the company's landscape engineer began laying out new streets and lots in this area. At about the same time the street railway company's owners organized the Red Land Land Corporation, with Frederick C. Todd as its president. In April and May 1913 that company bought from the street railway, as well as from Todd and others, over three hundred acres of land, about one-third of which was located near Jefferson Park, and the remainder in or near Preston Heights. Four acres of the latter tract was sold to the Charlottesville Country Club (which had been incorporated early in 1914); during the spring and summer of 1914 a club house and a golf course were built, as well as several cottages. Todd, who had been an incorporator of the country club, owned one of these cottages, where he stayed during his frequent visits to Charlottesville from Baltimore. After Todd's death on November 10, 1918, Livers apparently acquired his interest in the Land Corporation, and at some unknown time he acquired whatever interest James had had in this company. As a result, by 1923, Livers had become the president and owner of the Red Land Land Corporation.

The Charlottesville and Albemarle Railway Company's power plant, at the time the new owners of the company took charge on July 1, 1912, consisted of machinery that was almost obsolete, and was located in the middle of the city, where a cheap supply of water was not available. In this power plant, steam (generated by two boilers) was





Top: *The Charlottesville car barn on Ridge St. at the C.& O. Ry.*
Bottom: *The Charlottesville steam power plant looking west.*
Both photographs, Carlton McKenney Collection.

fed to one 300 horsepower and one 500 horsepower reciprocating steam engines, which in turn were connected by belts to one 100 KW and three 150 KW generators which produced electric power. In the fall of 1912 a new 400 horsepower high pressure boiler was installed, as well as a new steel stack 129 feet in height. The new boiler, along with smaller new equipment, was designed to be moved to a new power house for which plans already were being made.

This orderly plan was interrupted at 4:20 PM on February 14, 1913, when the two ten-ton flywheels attached to the 500 horsepower engine burst. The building, cheaply constructed with wooden framing and metal siding, was wrecked. Pieces of metal as large as 300 or 400 pounds were thrown several hundred feet into the air and a block away; smaller pieces were thrown farther. Fortunately, no one was injured. The next day the Daily Progress described the accident's effect on Charlottesville:

> The city last night was without a street light, but fortunately the moon was shining brightly. Many places of business were in darkness. Street cars were not running. The Progress was forced to suspend publication for want of power, and the moving picture theatres were closed. Today many plants which depend on electricity were seriously affected.

The street railway company quickly set to work to repair the damage. A force of fifty laborers worked until midnight on the day of the accident, and the next day as well, cleaning up the debris. While the clean-up was starting, General Manager Livers ordered from the General Electric Company a 700 horsepower steam turbine to replace the engine destroyed in the accident. The new turbine was shipped from Lynn, Massachusetts, the next day, and it arrived in Charlottesville on February 23rd. In the meantime, Charlottesville people had been pleasantly surprised when the street cars resumed operation at 3:30 PM on February 15th. That night there were lights, but the street cars did not run, for the remaining machinery did not have the capacity to power both. Livers received much praise for his hard work. The new turbine was installed the day after its arrival, and by the end of the month regular street car operation had resumed and the street lights were back on.

This incident, as well as a number of smaller breakdowns, emphasized the need for a completely new power plant. Presumably because of some deficiency in the Charlottesville and Albemarle Railway Company's charter, a separate company, the Red Land Power Corporation, incorporated March 29, 1913, was organized to build the new power plant. After a careful search, a well-suited site was found east of the ciy, just across Moores Creek from the Woolen Mills, and between the Chesapeake and Ohio Railway tracks and the Rivanna River. This land was part of the "Monticello" estate, but as its owner, Jefferson M. Levy, refused to sell, condemnation proceedings were filed with the Circuit Court of Albemarle County. The power plant was designed by Neff and Thompson, architects and engineers of Norfolk, Virginia. Its construction began on June 3. The building was constructed of brick and concrete, about sixty by seventy feet in size, with a brick stack 175 feet tall. In the boiler room were two 400 horsepower boilers, with room for two more. In the turbine room were one 500 KW and one 1,000 KW turbine, with room for one more of the latter. The building, located on a hillside, was designed so that coal, dumped from railroad hopper cars on an upper level, would fall to the boilers on a lower level; water was taken from the adjacent river. This new power plant, costing $150,000, was completed in October 1913. Its efficient operation would allow the company to sell its electric power at a low rate. Its profit would come from the greater amount of power generated.

13

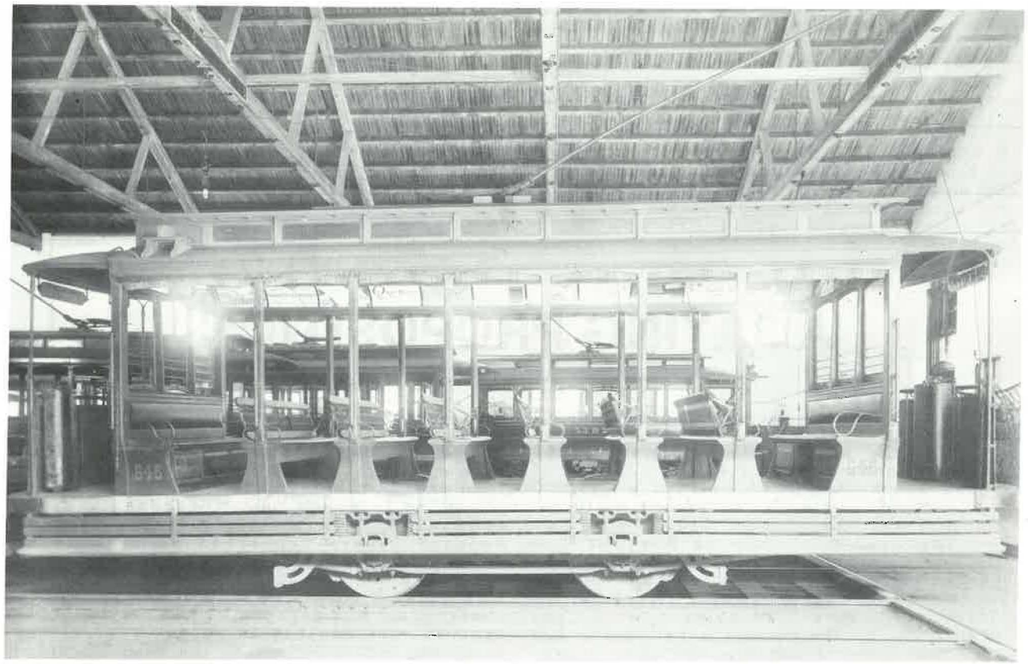
A PAYING PROPOSITION

When Norman W. James and Frederick C. Todd took possession of the Charlottesville and Albemarle Railway Company on July 1, 1912, its assets consisted of $70,000 of capital stock, weighted against a $25,000 first mortgage and a $75,000 second mortgage. A month later they issued $100,000 of two year improvement notes to pay for the immediate rehabilitation of the property. On June 24, 1913, the State Corporation Commission amended the company's charter, to enlarge its powers. This was followed, on November 25, by the consolidation of the Red Land Power Corporation into the Charlottesville and Albemarle Railway Company. At the same time, the State Corporation Commission authorized the company to issue $500,000 of common stock ($100 each par value), $200,000 of preferred stock ($100 each par value), and $750,000 of first and refunding mortgage bonds. The partnership of James and Todd owned 1001 of the 1227 shares of preferred stock that had been issued. E. L. Bemis (or Bemiss), president of the Richmond Trust and Savings Bank, owned 4000 of the 5000 shares of common stock. The $100,000 of improvement notes were retired in January 1914 and replaced by bills payable.

June 2, 1914, marked a turning point in the company's history. On that date, its first dividend was declared--$3.50 per share of preferred stock. It was the first dividend paid since the company was organized in 1903. This dividend payment indicated "that the owners feel that the outlay of new capital was well worth while." In April 1915 the company was authorized by the State Corporation Commission to cancel its issue of $750,000 five percent in mortgage bonds, and to issue in place of it $750,000 of six percent mortgage bonds (but only $350,000 of these were actually issued). At the same time all prior obligations of the company were redeemed and cancelled; this included the $150,000 in mortgage bonds issued by the Red Land Power Corporation. The $350,000 of mortgage bonds were bought at 92.5 net by the Munsey Trust Company of Baltimore. Authority to issue additional of these bonds totalling $26,000 was granted by the State Corporation Commission on November 6, 1915, and February 22, 1916. The improved condition of the company, and its steady payment of dividends, encouraged nearly one hundred residents of Charlottesville and vicinity (as of 1917) to buy the company's stock.

The new owners of the Charlottesville and Albemarle Railway Company emphasized from the first their interest in the local community. At the first officers' meeting, Todd stated his intention "to do all in his power to advance the interest of this community." Only a month later General Manager Livers requested permission to beautify Midway Park, by planting trees and shrubbery and installing a fountain, "as it is a passing point for our cars and would be observed by our patrons." The City Council approved the request in November 1912, and early the following spring the beautification began. The Daily Progress, in an approving editorial, suggested that a statue of Thomas Jefferson be placed there. By the spring of 1914 Midway Park had become one of the beauty spots of the city. Though the improvement had not included either a fountain or a statue, it was again suggested that a statue be substitued for the proposed fountain. Therefore, the street railway company amended its plans, and decided to seek the gift of a statue in honor of Meriwether Lewis and William Clark, leaders of the Lewis and Clark expedition, both of whom were natives of Albemarle County. Judge Richard T. W. Duke drew up a request, to be presented to Congress, for a $20,000 contribution to pay for the statue. Former resident Colonel Charles C. Wertenbaker suggested that a statue in honor of George Rogers Clark be placed at Midway Park; that a statue honoring Lewis and Clark be erected in the triangular area just west of the intersection of Lynchburg Road and West Main Street; and that the state of Virginia help to pay for both statues. The proposed statue at Midway Park became a reality on November 21, 1919, when a statue depicting explorers Lewis and Clark was unveiled. It was the gift of Charlottesville resident Paul G. McIntire.

The Charlottesville and Albemarle Railway Company also expressed its community spirit in other ways. When President-elect Woodrow Wilson passed through Charlottesville on December 27, 1912, on the way to a visit to his birthplace in Staunton, the street railway company constructed a special electric welcome sign at the Chesapeake and Ohio Railway station. At the end of the school year in late spring of 1913 the railway company offered a free excursion to Jefferson Park for all the pupils (and their mothers) of the Midway School. Eleven



Philadelphia Rapid Transit 646, a Laclede open of the type sold to Charlottesville. View at 27th & Girard Barn, Philadelphia, 21 June 1911. **Harold E. Cox.**

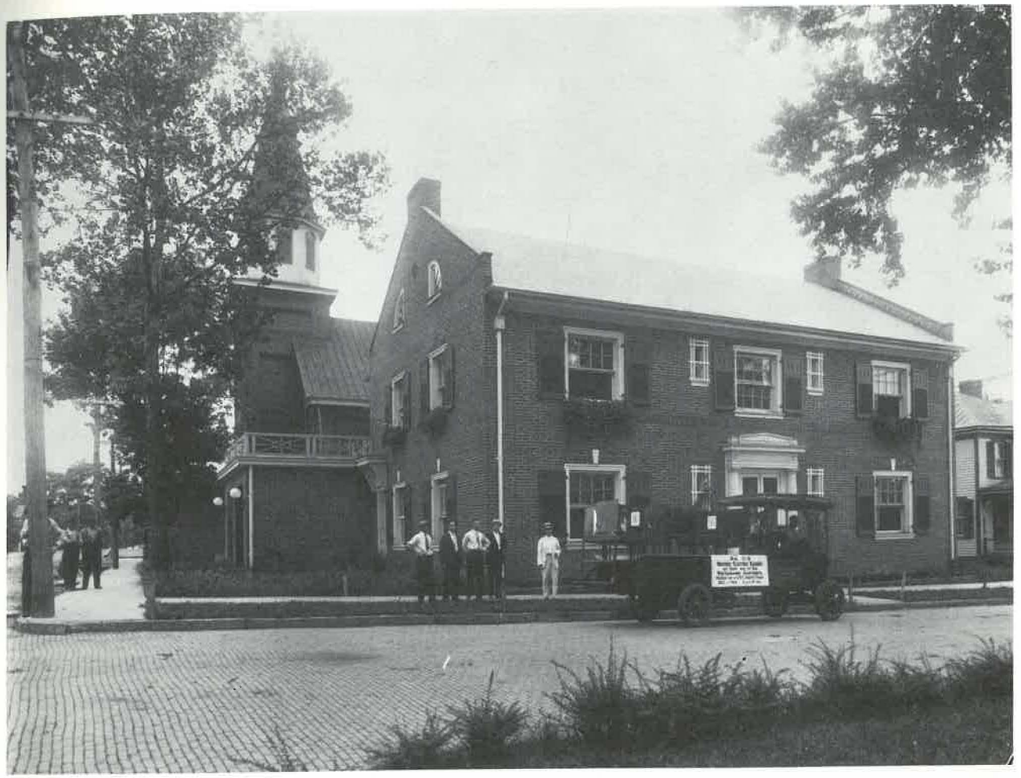
carloads of children were taken to the park on June 2; "they were so pleased with their entertainment that their parents have been paying fare [for return visits] ever since." On August 14, 1914, the railway company cooperated with the Salvation Army to give a free visit to Jefferson Park for poor mothers and children; two open cars were used for the all-day outing. The Charlottesville and Albemarle Railway Company's booth at the Fireman's Bazaar, in March 1914, was one of its star attractions. This booth was arranged as a miniature building, called the House Electric; its lights were controlled by push-button switches, and the many electric appliances aroused much interest.

Livers realized the importance to his own company of good relations with the community. His first advertisement in the Daily Progress neatly combined a straightforward appeal to civic pride and a quiet reminder of the importance of electric light:

> Don't Knock, Boost. Charlottesville is the Best Town There Is. All that is necessary to make it still better is for its citizens to pull together for its development. Did you ever realize how important it is for a community to have good lighting?

Livers quickly became an active member of the Charlottesville Chamber of Commerce; in March 1914 he was chairman of its Business Development Committee. One of the first new enterprises to come to Charlottesville as a result of this committee's work was a silk mill, which relocated from Phillipsburg, New Jersey, in the fall of 1913. A new company was organized for its Virginia location, with Livers as one of its vice presidents. Later he became its president, a position he held for seven years. Livers was an officer or member of the board of directors of a number of other business, both in Charlottesville and elsewhere. On January 13, 1914, the board of directors of the Jefferson National Bank was increased from fourteen to fifteen to make a space for him. When the National Bank of Charlottesville (later the National Bank and Trust Company) was organized in August 1914, Livers was named as a member of its board of directors. He was made a vice president in 1915, which position he retained until 1958, whereupon he was named honorary vice president. During World War I, he founded Charlottesville's Red Cross chapter, and was active in Liberty Loan campaigns.

Livers thought that "a high-class public utility," which he believed the Charlottesville and Albemarle Railway should become, ought to have its offices in a location convenient for the public, where they easily could see the electric lighting fixtures and appliances it had for sale. When he first became general manager, at the beginning of July 1912, an office for the company was established at 405 East Main Street. On August 6 the company opened its New Business and Wiring Department office at 245 West Main Street, and later that month moved its General Offices to the next building, 247 West Main Street. Within three years the



The C & A offices at Ridge and Main about 1 August 1916. The occasion seems to be the shipment of six Hughes electric ranges to the Wertenbaker Apartments. **Holsinger**

company had made plans for its own building, to replace its rented offices. The site chosen was at the intersection of Ridge and West Main Streets, next to Midway Park. In April 1915 the three small wooden houses on the site were torn down, and construction of the new building began on May 13. The new structure, which cost $20,000, was colonial revival in style (the company called it "Jeffersonian"), with white trim and green shutters decorating its red brick exterior. Though the two story building contained the company's General Office and salesroom, its appearance was more that of a residence. The front of the building was used for offices and sales rooms. In the rear, behind a fire wall, was a garage and a new electric substation; upstairs was a large room for the use of employees. The basement was used for storage. The old power plant, which had been retained for use as a substation after the new one on the Rivanna River went into operation, was taken out of service, and that property was sold.

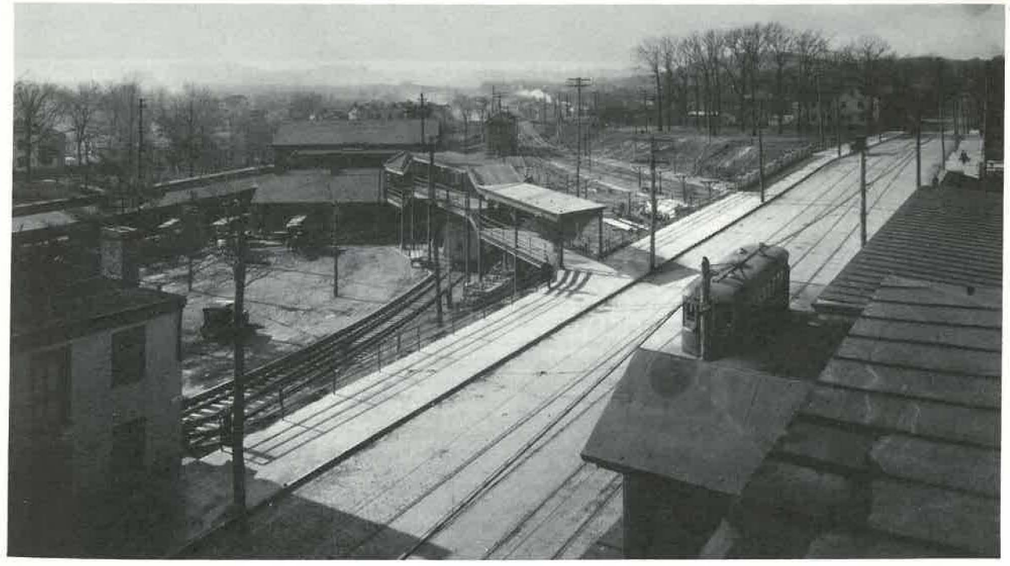
The Charlottesville and Albemarle Railway Company's annual report for 1922 noted that "the year 1922 completes a period of ten years from the date of purchase by the present owners of the property." The company, which had been described under its previous owners as a "discouraged scrapheap," had undergone many changes. With regard to its primary product, electric light and power, the number of customers had increased from 208 to 2810 families and industries. The largest increase had been in the year 1913, when 506 customers were added, but over three hundred new customers were added in the years 1919 and 1921. Even though electric rates had been lowered from five to eighteen cents down to two to twelve cents, population increased by forty per cent over these years, and the company's gross electric light and power income increased from $41,069 to $183,618. The University of Virginia for several years preferred to use its own power house (despite the street railway company's claims of more economical power), but in 1918 signed a two year contract to buy power. The city and the company settled their differences regarding the city's street lights, and the street lighting contract was amicably renewed for successive five-year periods. In the ten year period from 1912 to 1922 the number of arc street lights increased from 106 to 254. In 1921 a power transmission line was extended to Crozet, and thereupon 125 customers were added. In 1916 and 1917 the Southern Railway arranged to buy the street railway company's electricity, to power its

Interior view looking to the rear of one of the Nearside cars taken in September 1916 in front of the barn on Ridge Street. **Holsinger.**

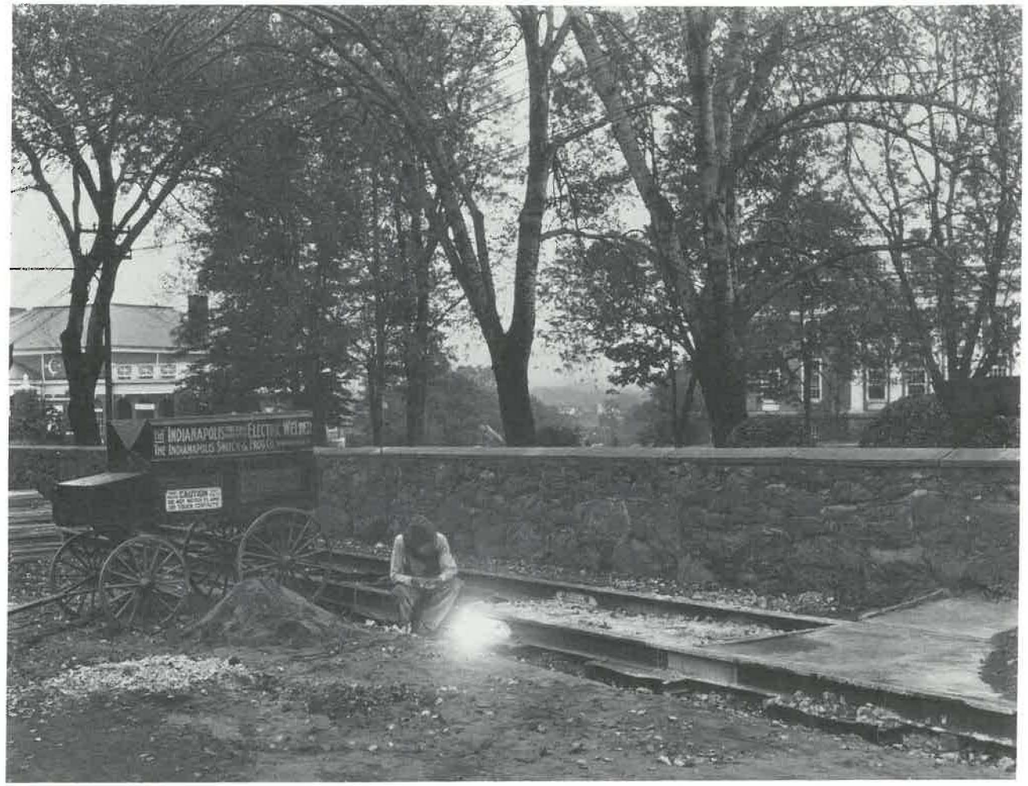
signals and light its stations, between Orange and Lynchburg. The Chesapeake and Ohio Railway in 1919 made arrangements for the street railway company to install electric pumps at the latter's power house to hoist Rivanna River water into its water tank. In the next two years the Chesapeake and Ohio Railway built its own 6600 volt power lines between Staunton and Gordonville, for which it contracted to buy electricity from the Charlottesville and Albemarle Railway Company.

Though no new cars were obtained after the seven nearside cars arrived in 1913 and 1914, the street railway was careful to maintain the ones it owned, and to modify them as necessary to give better service to the public. In 1916 each man was given a small sign with his name on it, to hang in the front of the car he was operating. Modern Johnson fare boxes were installed in each car in 1921, replacing old-fashioned New Haven locked boxes. The next year red, rectangular stop signs were attached to the rear half of each car door, so that when the door opened, following motorists would stop and thus allow car riders to get off safely. All the street cars were repainted in 1919 and again in 1922. A wheel press and a wheel lathe were bought in 1918, so worn wheels could be replaced. The car barn was rebuilt in 1920 with new steel roof trusses; it continued to have corrugated metal siding and roof. Old rails were used as the vertical poles to which the trusses were attached. This car barn, as rebuilt, stood little changed until it was torn down in July 1961 to make way for a Trailways bus station.

The track also required maintenance. The Fry's Spring line was given creosoted ties and crushed rock ballast in 1916; 1500 more new ties were used as replacements on it in 1921. The trolley wire on the Main Street line was renewed in 1922. About one-quarter mile of track was rebuilt in 1919, using one-hundred pound girder rail and International Steel twin ties, laid on a concrete base.



Top: *Car 21 uses temporary track eastbound while track is laid on the new overpass over the Southern Ry. The Hotel Clermont is at the right. 8 May 1918.* **Holsinger.**
Bottom: *The Southern Ry. Station on West Main St. looking west. 18 January 1919.* **Holsinger.**

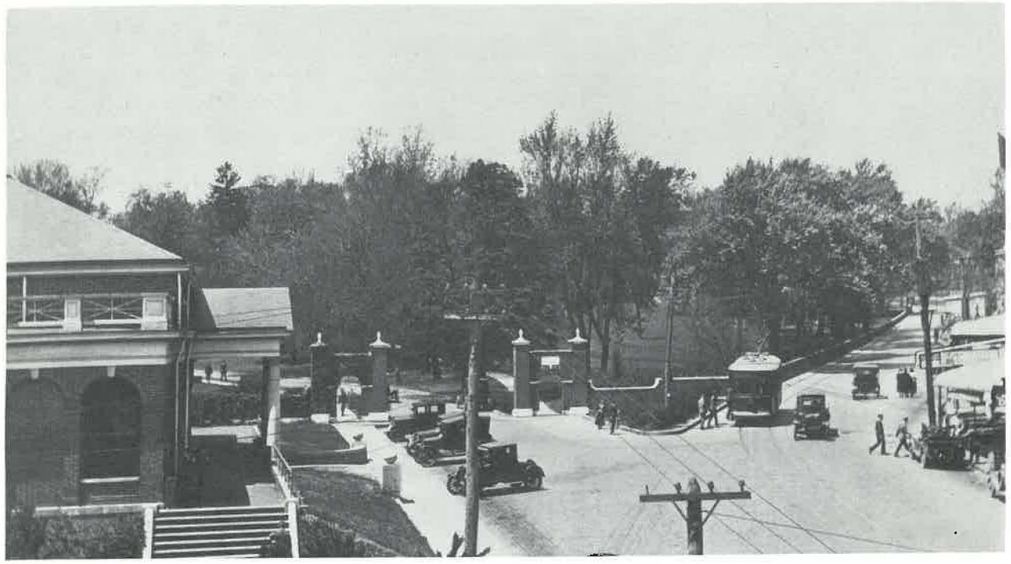


Welding rail joints with an electric welding machine on University Avenue in front of the University of Virginia. **Holsinger.**

The entire track area was filled with concrete to the top of the rails. The location of this massively rebuilt track is unknown, but part of it probably is along that stretch of University Avenue where the track ran next to the University of Virginia's stone wall. In that location rail of this description is still in place, underneath the modern paving. In addition, in 1919 new replacement rail was laid for the curved track next to Midway Park and at the bottom of Vinegar Hill.

Rail that has been used heavily tends to bend downward at the end of each section. This makes for a rough ride for street cars. To remedy this, the Charlottesville and Albemarle Railway Company purchased an Indianapolis electric welding outfit, with which to build up the joints. Custis L. Carter, the company's superintendent and chief engineer, in 1918 designed and built a small grinding car, mounted on four small rail wheels, to smooth the joints built up by the electric welder. Using these tools a crew of four men could build up and smooth as many as fifty joints in one night. (They worked at night because the street cars only ran from 6:00 AM to 11:00 PM).

In 1921 two waiting shelters were built along the Fry's Spring line; the railway company called these its Cabell Hall and Dawson Row Depots. One of these is thought to be the shelter located just west of the gateway at the intersection of Hospital Drive and Fry's Spring Road (modern Jefferson Park Avenue). Another waiting shelter, named University Depot by the railway company, was built in 1922, at the end of the line on Rugby Road. As the only possible location for this--the center of the loop--was on University property, its permission was necessary. This was granted in April 1922. The classically-styled shelter was circular, with white columns and a pointed roof; it cost about $1,000 to build. The Board of Visitors, in granting permission, required that the shelter be subject to removal at the railway company's expense upon sixty days' notice. Therefore, when the streetcars stopped running in May 1935, that shelter was removed promptly thereafter. However, the shelter at Fry's Spring Road and Hospital Drive, a rather ordinary, plain green box, remained until the early 1970's. In addition, the company owned a waiting room at West Main Street and Fry's Spring Road, which is thought to have been built about 1930.



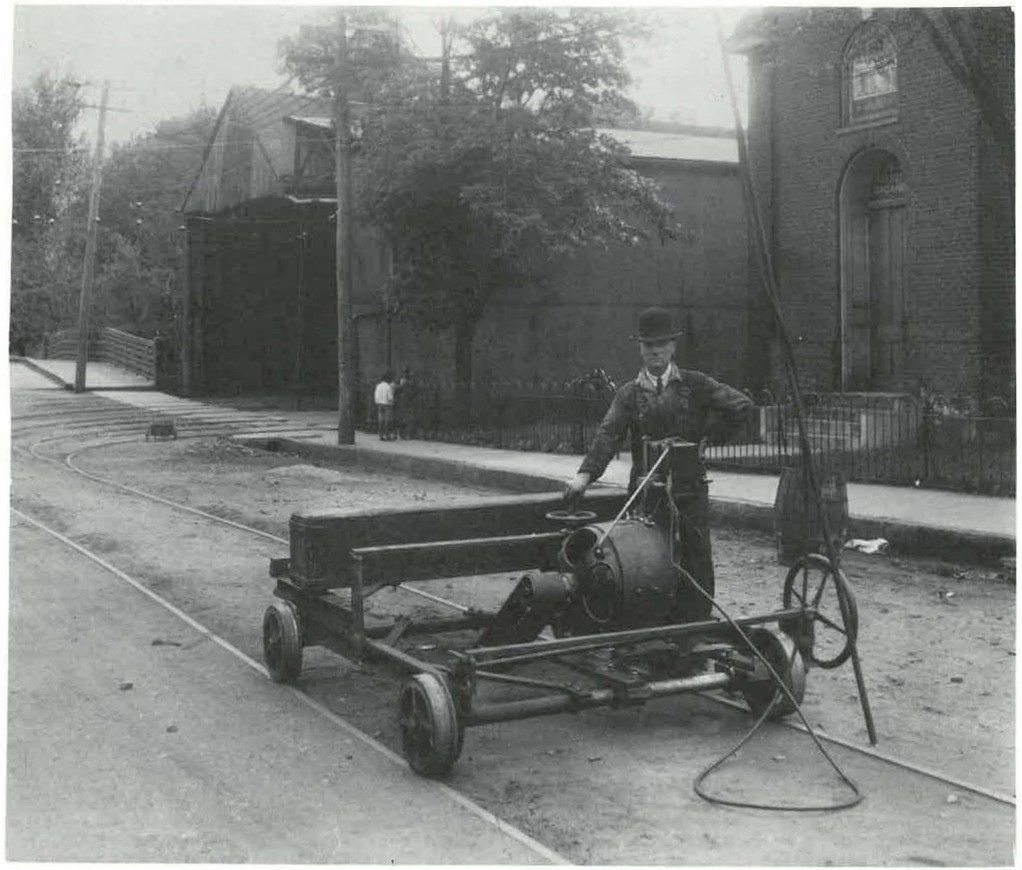
A Nearside pauses to load at the University Medical School gate at the curce on Main Street known as "The Corner." View taken from the C & O overpass. **Manuscript Dept., Alderman Library, University of Virginia.**

Jefferson Park, the railway's amusement park at the end of its Fry's Spring line, continued to receive improvements and repairs. In the spring of 1915 a building was constructed to house the motion pictures, which up to then had been shown out-of-doors. The buildings of the former Wonderland Park were taken down in 1915, probably so the area could be subdivided into residential lots. The pavilion roof collapsed in January 1918, due to the accumulation of six weeks of snow; its repair cost $1,318. In 1922 a concrete walk was built between the end of the car line and Fry's Spring, replacing a board walk.

The Charlottesville and Albemarle Railway Company's Rivanna River power plant, new in 1913, received a number of improvements during its first decade. Two automatic stokers and an ash conveyor, installed in 1920, replaced work that had been done by hand. New soot blowers, boiler feed water pumps, and water filters and strainers, added at various times in this period, improved the efficiency of the two boilers. A two story addition, of concrete construction, was made to the north end of the power plant in 1918. Its first floor housed electric pumps used to pump water to the Chesapeake and Ohio Railway yard; the second floor contained the power plant's switchboard, which had been moved from the turbine room. One of the original steam turbines had required repairs costing $447 in 1917. A third turbine, of 1500 KW size, was added in 1922.

During the years ending in 1922 the first indication appeared in Charlottesville of a new form of local public transportation. By that year gasoline-powered vehicles were common on Charlottesville's streets. As early as August of 1909 there had been proposed for Charlottesville "a line of large passenger automobiles." The unnamed entrepreneur of this early bus line wanted to establish a route between the Court House and Madison Hall at the University, with these vehicles running on a schedule of at least one trip every half hour; the fare would not exceed ten cents. On August 12, 1909, the Charlottesville City Council was asked to approve an advertisement for bids for an exclusive franchise for this bus line, but it declined to do so. Instead, following a recommendation made by its Ordinance Committee in October 1909, it concluded there should not be franchises for this sort of enterprise, but that licenses, such as were granted to livery companies, should be used.

Frederick C. Todd, president of the Charlottesville and Albemarle Railway Company, was much interested in the country club which, in early 1914, was being built near the northern end of Rugby Road. (The Charlottesville Country Club, Inc., was chartered on February 11, 1914.) At first there was talk of a hotel there, and cottages (one of which he owned) were built there. The owners of the country club solved the problem of access for its patrons would get to it by making plans for a motor bus to run along Rugby Road between the street car line's newly established terminal and the club. Rugby Road had been graded and macadamized in September 1912 by Albemarle County's convict road force, and thus operation of the bus was possible. This bus line operated in the summer of 1914, charging a five cent fare. Though it acted as a feeder to the Charlottesville and Albemarle Railway Company's street cars, it was not owned by



Superintendent Custis L. Carter and the rail grinding car he designed, May 1918. Note that a two-track leanto has been added to the original two-track car barn. **Holsinger Studio Collection,**

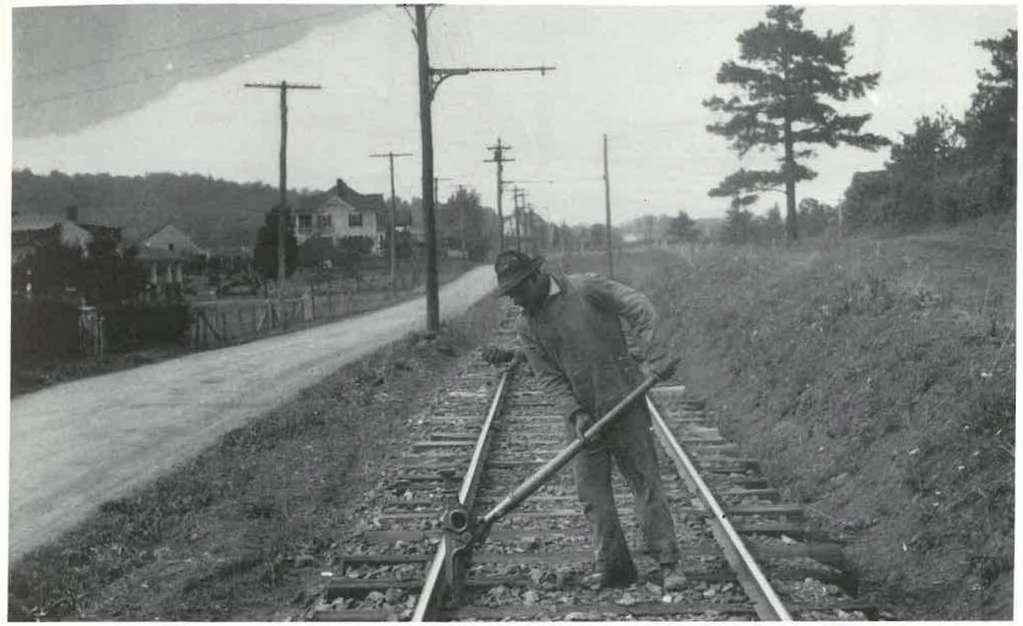
that company; possibly it was owned by the country club.

Small buses in this period frequently were called jitney buses; often they were just ordinary automobiles. Because of their low cost, and low operating expenses, they soon became "an exceedingly dangerous competitor of the street railway companies," as the editor of the Daily Progress recognized in March 1915:

> Distinct advantages in the use of the jitney bus are that they come to the passenger instead of requiring the passenger to go to it, . . . they do not have to run continuously whether a passenger is aboard or not. . . . The jitney bus makes the trip quicker and with more comfort for the passenger. The future of the street railways does not seem to have been brightened by the jitney.

Heralded by that editorial, jitney buses appeared in Charlottesville that summer. To counter their threat, Livers maintained the summer schedule of the street cars of five minutes between cars (instead of increasing to the usual winter schedule of seven and a half minutes between cars) all through the winter of 1915-16. The Charlottesville City Council, in the spring of 1916, took stronger steps regarding jitney buses--it required that they maintain a definite schedule over a regular route, and that each post a $1,000 bond. The jitney operators of 1916 could not meet those requirements, and therefore disappeared from Charlottesville.

The period of World War I was marked in Charlottesville, as elsewhere, by rising costs and wages. However, the street railway company's rates of income were fixed; its franchise limited street car fares, to five cents in the city. When the State Corporation Commission had been established in 1902, the right to set railroad and street railway fares had been taken from the localities and given to the Commission. Therefore, when in early 1918 Livers decided that a fare increase was required, it was to that body



View looking north on Jefferson Park Ave., near Raymond Ave., on 8 May 1918. Low house on the left is #2303, tall house at left center is #2401, both still standing. **Holsinger.**

that he had to apply. However, before the formal application was filed, a notice appeared in the Daily Progress, and was posted in the street cars, saying that regrettably the company had been forced, by rising costs, to discontinue the sale of the six-for-a-quarter tickets, and to raise the school fare from two-and-a-half cents to three cents. In the two weeks before they went off sale on March 1, over $2,000 worth of tickets were sold (they were valid until used). When the hearing on the formal application for the fare increase was held by the State Corporation Commission, there was no opposition, and the editor of the Daily Progress wrote an editorial in favor of it. The Commission on April 18, 1918, granted the railway company the authority to make these fare increases, as a temporary war emergency measure only, but on November 19, 1919, they were made permanent. The railway company's other product--electricity--also had incurred increased costs in its production. In September 1920 the State Corporation Commission permitted an increase in its rate for the sale of electricity, by the addition of a coal cost adjustment factor (the cost of coal was the principal cost incurred in its generation of electricity).

To maintain a five cent fare, when the longest ride inside the city was less than two miles, and when many other street railways were raising their fares to six or seven cents, required the maintenance of a large ridership. Frequent service, well-maintained cars and courteous employees helped, but, in addition, advertising was utilized to remind potential riders of the local transportation bargain. Large signs reading "Use the Street Cars Fare 5 Cents" were attached to the front of each car. Advertisements also were placed in the Daily Progress. One of these read:

> Don't envy the man with the automobile, when you can use a 70-horsepower electric limousine, all lighted, heated and ventilated, for one nickel, 5 cents. No radiator to freeze, no tires to replace. Use the street cars; we appreciate your service. C. & A. Ry. Co.

Livers realized that pleasing the public was the key to success in his transportation business. Therefore, when a statewide reunion of Confederate veterans was held in Charlottesville in October 1921, he placed advertisements in the Daily Progress inviting the veterans (the youngest of whom probably was in his late 60's) to ride free on the street cars during their three-day reunion. Obviously, others accompanying the veterans would pay fares, but, more importantly, the street railway gained local good will. The success of his policy can be seen in the steady increase in annual ridership: from 758,363 in 1912 to 1,223,881 in 1920, 1,476,141 in 1921 and 1,557,063 in 1922. That this policy also was successful financially can be seen in the annual income and expense figures for these years.

A left rear view of Nearside car 24 on the loop in front of the C & O Depot at the foot of Main Street. **Stephen D. Maguire.**

Livers also was concerned with the welfare of his employees. In December of the first year of his management a banquet was held for them. He addressed the twenty-five employees who attended on the need for cooperation, neatness, kindness and politeness to the public. In October 1913 another banquet, this time at Jefferson Park, was given the employees. Thirty-four attended the affair. Livers thanked them for their cooperation in the past year, and explained to them the operation of the new nearside cars, due to go into operation soon. The employees also were given banquets in other years--that for 1921 being held in the employee's recreation room in the company's office building. In September 1917 there were seventeen employees who operated cars; they, and the carhouse men and shopmen as well, all received pay of seventeen cents an hour. This included a ten percent cost of living increase given all employees in April of that year, even though no request for it had been made by them. During the influenza epidemic of 1918 the wages of all employees who became ill (none died) were continued in full while they were off work. Starting in 1915 all employees were given ten days vacation with pay each year. At Christmas 1922 each employee, regardless of his length of service, received from President Livers a present of "five new crisp $5 bills," together with a letter thanking him for his cooperation during the year.

At the officers' meeting in early July 1912, just after the new owners took charge of the Charlottesville and Albemarle Railway Company, the officers elected were: Louis T. Hanckel as president, Norman W. James as vice president, and John L. Livers as general manager. When the company's next annual meeting was held (October 19, 1912), Major Channing M. Bolton became president. A year later the principal owner of the company, Frederick C. Todd, became president, and Livers was elected vice president, in addition to continuing as general manager. Though the power and control over the company always was in the hands of Todd, James and Livers, it is presumed they allowed Hanckel and Bolton successively to hold the office of president so the company would seem more like a local concern. When Todd died on November 10, 1918, James took over as president. On December 20, 1920, James resigned as president, and was elected to the newly-created position of chairman of the board. At that time Livers was elected president of the Charlottesville and Albemarle Railway Company. Todd, though he owned a cottage at the Country Club, only used it as a place to stay during his occasional visits to Charlottesville; James had never lived in Charlottesville. Thus, it was Livers, who had lived in Charlottesville continuously during this whole period, who personified the railway company to the people of Charlottesville. His being elected to the presidency of the company was a fitting reward for the work he did in "Making a Small Company Pay."

14

THE END OF THE LINE

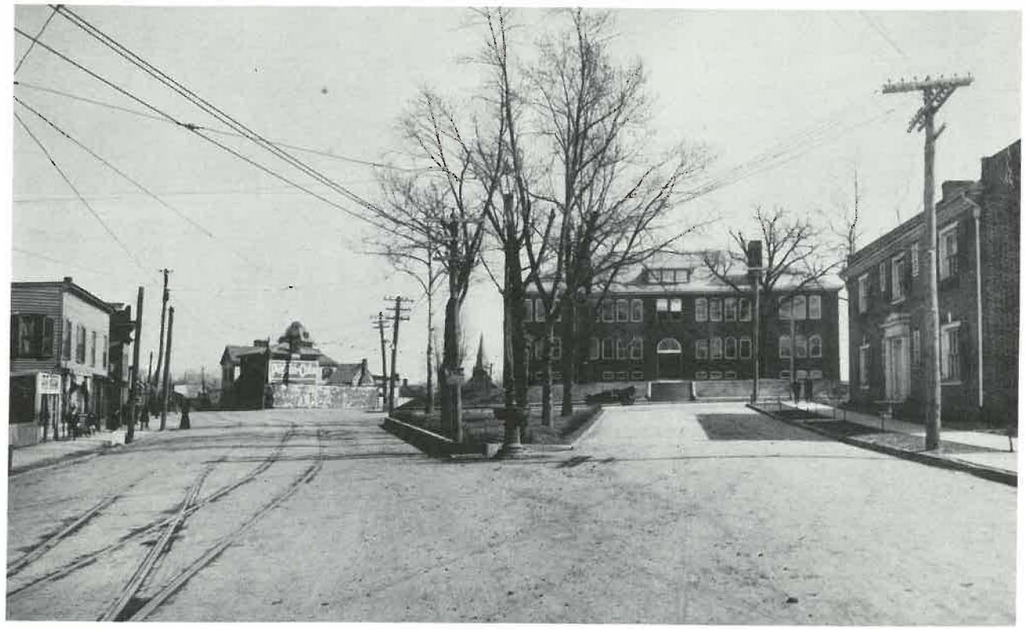
"Quite an event in the history of the Virginias has just taken place," Charlottesville people read on the first page of their Daily Progress for July 3, 1923; the headline stated "C. & A. Plant is Absorbed." The article explained that President John Leo Livers had announced that the Charlottesville and Albemarle Railway was to be merged into the Virginia-Western Power Company, whose headquarters were at Clifton Forge, Virginia. The latter company had gained control by purchase of all of the former company's common stock, reportedly for more than $625,000. The Charlottesville and Albemarle Railway Company's common stockholders approved the merger on July 11, 1923, and all its physical property that pertained to electric power and lighting was sold to the Virginia-Western Power Company at about the same time. As a result, the Charlottesville and Albemarle Railway Company became a subsidiary that owned and operated a street railway, but bought its power from its parent company.

The Virginia-Western Power Company, which had been incorporated in Virginia on May 19, 1913, was formed as a result of a merger of the Buena Vista Light and Power Company, the Covington Light and Power Company, the Rockbridge Power Corporation, and the Virginia-Western Electric Company. Livers, just before he had come to Charlottesville in 1912, had been associated with the Rockbridge Power Corporation as an electrical engineer. In 1923, at the same time the Charlottesville and Albemarle Railway Company became a subsidiary of the Virginia-Western Power Company, there also were brought under its control the Greenbrier Power Company, the Staunton Lighting Company, and the Riverside Light and Power Company of Waynesboro, Virginia. By 1924 the Virginia-Western Power Company could state that it served twelve communities in Virginia and six in West Virginia. Of these, only two (Charlottesville and Staunton) had electric street cars as part of their operations.

Livers, who had been president of the Charlottesville and Albemarle Railway Company at the time of its purchase by the Virginia-Western Power Company, became the latter company's vice president. However, he only kept that position a short while, resigning in mid-December 1923; at the same time, he also resigned as president of the Charlottesville and Albemarle Railway Company. In early January 1924 he and his family moved to Florida. His leaving was the subject of an editorial in the Daily Progress, entitled "A Model of Civic Conduct," which praised him for "his uniform and cordial support of every project that would make for the improvement of local conditions and the industrial and civic betterment of the whole section."

In 1924 the Virginia-Western Power Company, which already owned all the common stock of the Charlottesville and Albemarle Railway Company, sought to gain control of the latter's preferred stock as well. Therefore, in February 1924 the former company made an offer to the preferred stockholders of the latter, whereby one share of Virginia-Western seven per cent preferred stock would be issued for each share turned in. At the annual meeting of the Charlottesville and Albemarle Railway Company, held on March 19, 1924, this proposed offer was endorsed. However, apparently some stockholders had

C. L. Carter, manager of Virginia Public Service Co. Photograph taken Spring 1927. Holsinger.



View looking east at Ridge and East Main Sts. on 7 March 1917, showing the Midway Switch, Midway Park, Midway School, and the C & A Building, left to right. **Holsinger**

doubts, so in April the offer was modified. Now, each stockholder was offered a ten dollar cash bonus, in addition to the share of stock, or $110 in cash plus all accrued dividends. Those who already had exchanged or sold their stock received the ten dollar bonus retroactively.

The Virginia-Western Power Company itself was the subject of a merger a few years later, as on March 26, 1926, it was merged into the Virginia Public Service Company. The Charlottesville and Albemarle Railway Company became a subsidiary of the latter company. The Virginia Public Service Company made Charlottesville the location of its principal office; probably because of this the office building at Midway Park was remodeled and enlarged.

The late 1920's were poor years for the street car line; the early 1930's were worse. It is not known whether this was due to the fast increasing private ownership of automobiles, or to the company's absentee ownership by a large corporation interested only in electric power; but it is suspected that both were causes. In addition, the economic depression of the 1930's contributed to those years' poor results. In 1924 there was a fourteen per cent drop in the number of passengers carried. For the next seven years the number of passengers carried dropped only an average of four per cent per year, but for the years of 1932 and 1933 ridership dropped seventeen and fourteen per cent respectively. By 1933 the line's former profit had become a $6,000 deficit; it had a $7,000 deficit for 1934. In order to reduce its losses, the company cut the frequency of its service by ten per cent in 1932, and again by ten per cent in 1934, but without success. Yet some maintenance was done, as in early May 1933, when some new trolley wire was strung on a part of the Main Street line.

On May 8, 1935, representatives of the Virginia Public Service Company appeared before the State Corporation Commission in Richmond, and requested its permission to discontinue all street car lines of its subsidiary, the Charlottesville and Albemarle Railway Company, and to substitute buses on those routes. There was no opposition, and the requests were approved, to be effective "within 30 days from today." The city of Charlottesville, anticipating that the street cars would be removed soon, had in the preceding February allocated $27,000 to pay for the resurfacing of Main Street and Fry's Spring Road (which in this period was renamed Jefferson Park Avenue). The Commission's order approving the bus substitution specified that buses should operate on the same routes and at the same fare as street cars.

The Company determined that May 30, 1935, would be the last day of service for the street cars. Four reconditioned second-hand buses were bought. Three of these were seventeen-passenger buses built by the Corbitt Company in 1931, and one was a twenty-one passenger bus built by the White Company. The seventeen-passenger buses came from the Alexandria, Barcroft & Washington Transit Company, but the origin of the larger

Nearside car 22 looking east on Main Street from Preston Avenue in May 1935. **Holsinger**

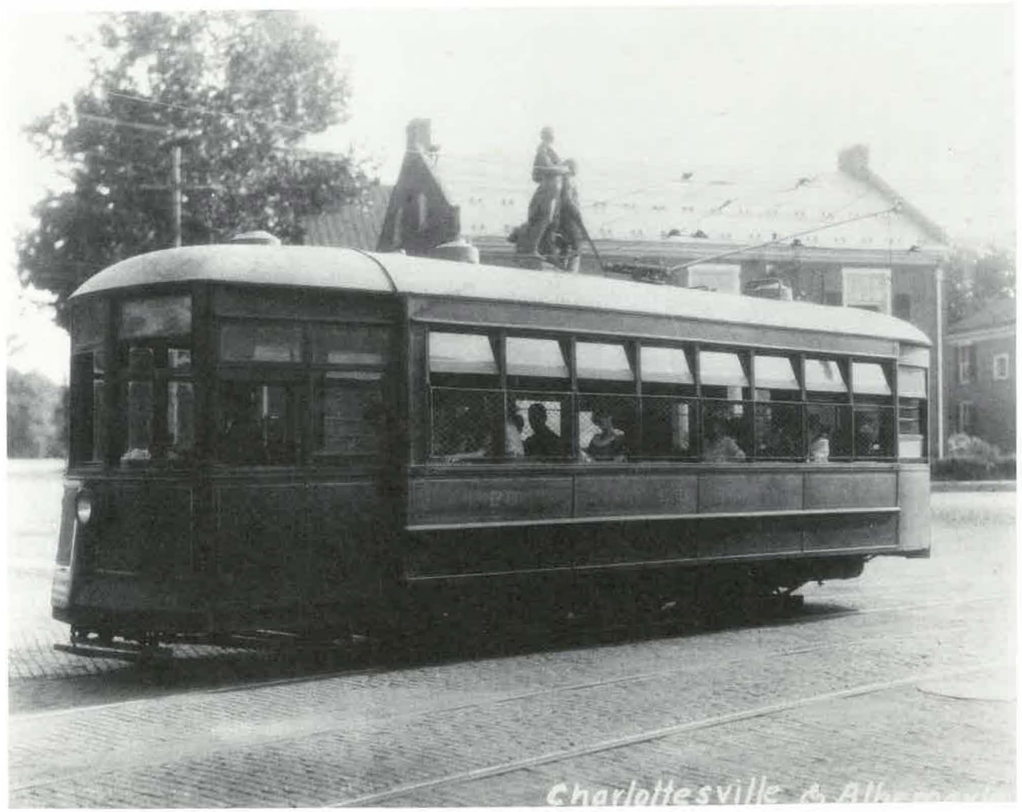
bus is unknown. On May 30th the street car operators were given lessons in operating the buses. At eleven o'clock that same night the street cars made their last run. The cars were filled, and among the riders was Chief of Police Maurice F. Greaver, who had ridden the first electric street car in January 1895. Many people wanted more of a memento than just a ride, and as a result the cars were almost torn to pieces. Ceiling strap-hangers, parts of seats, sign cards and even the metal window guards were ripped off and taken.

On the morning of Friday, May 31, the buses, painted red and gray, were running on the same schedule the street cars had used, but riders found that the buses were faster. The bus to the University from downtown only took ten minutes, whereas the street car had taken fifteen. The editor of the Daily Progress was in favor of the buses:

> Because busses are cleaner and more comfortable than electric cars we welcome the change made today. . . . Busses make less noise--the noise on the old Charlottesville street cars often gave riders headaches--and they can be cushioned and otherwise made comfortable to an extent that seems to be impossible on trolleys. Unrestrained by tracks, they can pick up passengers at the curbs, thus making for greater convenience and safety.

All of the former street car operators were offered jobs driving the buses, though at first there were instructors riding with them. However, Bayard S. "Bay" Maupin, who had started working for the Charlottesville and Albemarle Railway Company in 1908 as a conductor, declined to become a bus driver. The University's Virginia Reel had called him "Pegasus on wheels;" he was one of the most colorful of the men associated with the last years of Charlottesville's street cars. He once said he preferred the Fry's Spring street car route to the Rugby Road route because it was "more perilous."

On Monday, June 3, the trolley wire was removed from East Main Street, and two days later the city of Charlottesville began to lay an asphaltic macadam surface over the rails "and do away with the ruts and holes that now exist." Some of the track removal work was done using the company's flat car work street car, which was being used on West Main Street on June 5. As Main Street from First Street to the University of Virginia



Nearside car 26 poses in front of the C & A headquarters building at Ridge and West Main. **Carlton McKenney Collection.**

was also U.S. Route 29, and therefore qualified as a federal aid project, its repaving had to be put up for bid. In late June a contract was awarded to the J. R. Ford Company of Lynchburg for that 1.6 mile stretch. At about the same time the city began removing the tracks on the Fry's Spring line. Although the city and University could not agree on who owned the land on which the street car tracks had been laid, between the Chesapeake and Ohio Railway underpass and the road crossing near Dawson's Row, they agreed on its disposition, and thus this strip of land was used to widen Jefferson Park Avenue. Soon the only track left in view was that next to the University's old stone wall--it was not covered up until the 1950's. The car bodies were sold to local people, some for as little as twenty-five dollars.

The buses at first were operated by the Charlottesville and Albemarle Railway Company, though it was negotiating with the Virginia Stage Lines for the latter to take over their operation. On February 6, 1936, the Charlottesville and Albemarle Bus Company, which had been organized by the railway company's officers, was chartered, with a maximum capital stock of 150 shares of no par common stock. About two weeks later it requested authority to issue fifty of these shares to the Charlottesville and Albemarle Railway Company in exchange for all of the assets of the latter. This was approved in April, and soon thereafter the Charlottesville and Albemarle Railway Company was dissolved. Thus formally ended forty-eight years of street railway operation in Charlottesville.

15

CONCLUSIONS

The passing of Charlotesville's street cars marked the end of one era and the beginning of a new one for local public transportation in the city. What once was the latest vogue had all too soon become obsolete. As Charlottesville grew in population and area, so the street railway needed to grow. As the community developed from a small agricultural and court house town to a larger city with more educational, industrial and manufacturing enterprises, the street railway also needed to update its technology.

The City Council of 1891-93, after the rosy haze of the 1889-1891 boom, had been more aware than the managements of the city's several street railways that an electrically-powered system was best for the development of public transportation in Charlottesville. Therefore, it had enforced very strictly all franchise provisions against managements of animal- and steam-powered lines, but was generous with the company proposing electric operation. Operation of a second street railway along the south side of West Main Street was inconvenient for drivers of wagons and carriages, but it was a way to place pressure on the earlier-franchised company. Not until the latter's expansion plans were stopped and its expansion franchise rescinded did that company make a serious effort to give its Main Street tracks a major rebuilding, and not until the rival company had asked the City Council for a franchise did the first company start to make serious plans for the electrification of its lines. Mary Sumner Long, postmistress of Charlottesville, wrote, in June 1895, in a special Woman's Edition of the Daily Progress:

> The spirit of progress is in the air; the infected turn a deaf ear to the sentimental "moss back," declaring we must move with the moving times or be left out of the race. We respect the "Old Timer's" memories; that is, we try to, but when "the old oaken bucket that hung in the well" is preferred to an up-to-date water and sewerage system, we confess to dimness of perception. . . . As for the electric line, we delight in it; we are proud of it. We don't hesitate to claim that it is ahead of the lines of Richmond or Washington; by June 15th or soon after, we expect it to go on it to Jefferson Park Hotel and later to Monticello.

The electrification of Charlottesville's street car lines, and their extension to additional destinations, were changes that kept the city's local public transportation system up-to-date.

Similarly, General Manager John L. Livers realized that 1890's era electric street cars were neither economical to operate and maintain nor attractive to riders. In addition, 1890's era direct current electricity sold to a few customers was not profitable to generate. His purchase of new street cars of a modern design, and his construction of an up-to-date, high-capacity power plant to generate alternating current electricity, which could be sold at low rates to many customers, gave Charlottesville's electric railway company its first prosperity since its inception. The editor of the Daily Progress recognized the need for progress:

> While the new management [of the Charlottesville and Albemarle Railway Company] have had control of the affairs of the company but for 30 days, they have shown that they are aggressive men of experience and ability.

By 1935 Livers' new street cars were out of date. Their tracks had not been extended since 1914, though the city's population had grown almost every decade. Although in other localities buses had been used as feeders to street car lines since the early 1920's, no feeder bus lines had been established to bring suburban residents to the terminals of Charlottesville's street car lines. Thus, the substitution in 1935 of buses for street cars was a sign of progress. Even though they were second-hand vehicles, they were newer and in better condition than the street cars; the public found them more attractive and pleasant to ride.

The years from 1913 to 1923 were the high point for street cars in Charlottesville. The reasons for this can be found in the superior characteristics of the company's management. These included proper and appropriate training, honesty, economy of personal desires, devotion of full time to this work, local ownership or management, and access to sufficient capital.

Robert Poore Valentine's training had began as a clerk in a retail store, then he was business manager of the Jeffersonian newspaper, and throughout much of his life he was a wholesale dealer in coal. Although this was sufficient experience for management of an animal-powered street railway, by the time he became the president of the electric railway his lack of up-to-date knowledge of electric power generation hindered him. Captain T. O. Troy's training was in railroading. He had worked his way up to Trainmaster and then division assistant superintendent. He, too, lacked knowledge of electricity. Livers' training began in construction work, and then he was engaged in building, under contract, electric power plants. It also should be noted that, being a generation younger than Valentine or Troy, he had more opportunity to obtain the type of training that could be more suitable for managing an electric street railway.

Charles Jones Rixey's dishonesty possibly prevented the Charlottesville and Albemarle Railway Company from being profitable in some of the early years of the twentieth century. Captain Troy, though personally honest, was quick to ensure that he and his faithful attorney, Daniel Harmon, had the opportunity to build big houses on the best lots in Jefferson Park. Previously, when S. Price Maury had been the principal owner of this real estate development, he similarly had built a big house for himself on one of the best lots. Valentine, an honest man, lived first on Market Street and then in a moderately-sized house on High Street, in a neighborhood that was fashionable but not ostentatious.

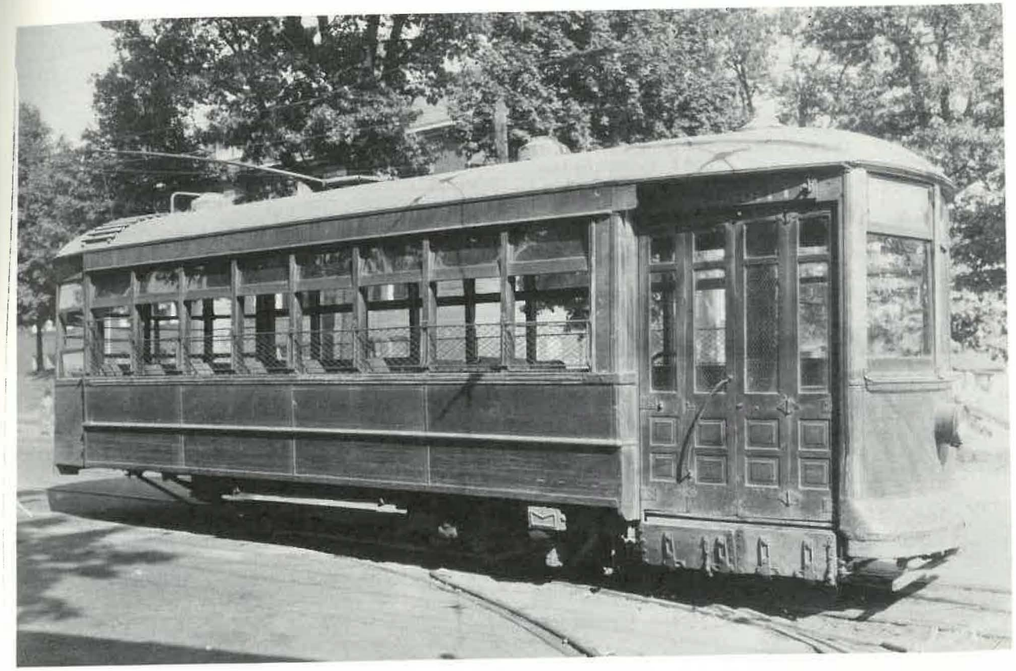
Valentine did not devote his full time to the street railway company. All during the time he was managing the horse car railway, he also was running a flourishing wholesale coal and wood business. When he became president and manager of the electric street railway, he still was running a very active wholesale coal business, and in addition was selling life insurance and acting as vice-president of the Charlottesville Woolen Mills. Both Troy and Livers, by contrast, were able to devote most of their time to the street railway.

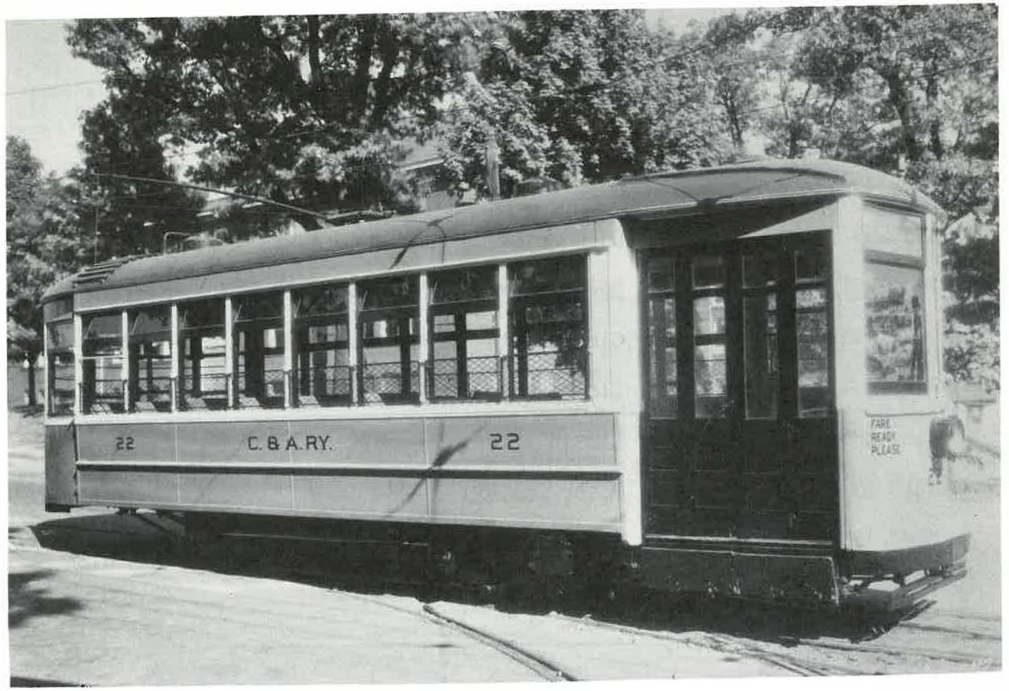
Only Valentine's animal-powered street railway was totally owned and managed locally. The first electric railway, built and locally managed by Captain Troy, had as its principal owner Joseph E. Willard of Fairfax County. The electric railway in its next decade, though locally managed by Valentine and then Major Bolton, had as its principal owner Rixey of Culpeper County. The street railway after July 1, 1912, though owned by Norman W. James and Frederick C. Todd of Baltimore, was so skillfully managed by Livers, who quickly became a Charlottesvile resident, that many people came to think of it as a local company. After he resigned his position with the street railway in 1923, it ceased to be managed as a local concern, but only as a minor part of a large regional corporation.

An animal-powered street railway did not require much capital investment, and Valentine was able to obtain necessary financial backing from Charlottesville bankers and other citizens. Captain Troy apparently did not realize until his electric railway was partly built the amount of capital it would require. Even with Willard's backing, the street railway as built was not as grand as Captain Troy's original proposals. The principal financial backer of the electric street railway during Valentine's and Major Bolton's presidencies was Rixey. His own financial affairs, even before his indictment for embezzlement, were so disorganized that the street railway company was not able to spend the money needed to generate even more money as profits. Livers' financial backers were James and Todd, who, as successful businessmen, had access to sufficient capital, and who readily supplied the large amounts needed to make the Charlottesville and Albemarle Railway a prosperous firm.

The growth and expansion of Charlottesville resulted from several factors, some positive and some negative. The area's hilly topography channelled development, and limited the potential locations of connecting transportation routes. The lines of the two major railroads cut the urban area into pieces, connected by dangerous grade crossings or expensive bridges. The first street railway, running westward from Charlottesville to the University of Virginia, strengthened the tendency of these two populated areas to grow together. New real estate developments, being established in all of Charlottesville's environs, required transportation to improve their probabilities of success. In the days before good roads, real estate promoters claimed street railways would be built to connect their properties with the center of the city, but in actuality only two suburban properties were connected.

During and after World War I the street railway lost its earlier association with real estate; new developments continued to grow outward, but the street railway did not expand. This was due to a change in emphasis by the company--electric power generation and sales became its primary goal, with local public transportation relegated to a secondary role. The success or failure of the several companies that at various times operated street railways in Charlottesville was largely determined by their desire and ability to provide its people with a system that embodied the latest technology in this field and which reached the destinations to which the people wanted to go. The loss of interest in the street railway by its electric-power-oriented and absentee owners was a major cause of its financial failure and ultimate abandonment.





Top: *Car 21 on Ridge Street before repainting.*
Bottom: *Car 22 on Ridge Street after repainting.*

ROSTER OF CARS

CHARLOTTESVILLE CITY AND SUBURBAN RAILWAY CO.
CHARLOTTESVILLE AND ALBEMARLE RAILWAY CO.

DATE RECEIVED	NO. OF CARS	CAR NUMBERS	DESCRIPTION OF CARS	SOURCE OF CARS (IF NOT NEW)	BUILDER
Dec. 1894	3	?	Closed trailer	Belmont Street RR	?
Dec. 1894	3	2,4,6	Closed motor	Bought new	Brill
June 1895	2	8,10	Closed motor	?	L&F (?)
June 1895	2	?	Open trailer	?	?
Apr. 1897	4	1,3,5,7	Open motor	?	L&F (?)
June 1901	2	odd	Open motor	JCH&P	?
June 1901	1	?	Open trailer	JCH&P	?
June 1904	2	odd	Open motor	"From Boston"	J&S (?)
1908-09	1	odd	Open motor	?	?
July 1912	3	11,12,13	Open motor	PRT #666,677,710	Laclede
Dec. 1912	2	14,15	Closed motor	CT #533, 568	?
Oct. 1913	5	20-24	Closed motor	Bought new	Brill
Jan. 1914	2	25,26	Closed motor	Bought new	Brill
May 1935	3	?	Motor Bus	AB&W; A-W	Corbitt
May 1935	1	?	Motor Bus	"from Washington"	White
1935-36	2	?	Motor Bus	AB&W; A-W	Corbitt

EXPLANATION OF ABBREVIATIONS:

AB&W	Alexandria, Barcroft & Washington Transit Co.
A-W	Alexandria-Washington Buses.
Bemis	Bemis Car Box Co., Springfield, Mass.
Brill	J. G. Brill Co., Philadelphia, Pa.
CT	Capital Traction Co., Washington, DC.
Corbitt	Corbitt Co., Henderson, N.C.
J&S	Jackson & Sharp Co., Wilmington, Del.
JCH&P	Jersey City, Hoboken & Patterson Street Ry., N. J.
Laclede	Laclede Car Co., St. Louis, Mo.
L&F	Lewis & Fowler Manufacturing Co., Brooklyn, N. Y.
Peckham	Peckham Motor Truck & Wheel Co., Kingston, N. Y.
PRT	Philadelphia Rapid Transit Co., Philadelphia, Pa.
White	White Motor Co., Cleveland, Ohio

NOTES:

Cars obtained 1894-95 were bought by Piedmont Construction & Improvement Co. Cars obtained October 1913 were bought by the Red Land Power Corporation.

Cars numbered 1-4, 6, 7, 10, 11, 15, 20-26 are known to have existed, based on evidence in photographs or documents; cars with other numbers are guesses. One of the cars obtained in 1897 was formerly numbered 71. Some of the open motor cars had no numbers, or may have kept their previous numbers; car 666, bought in July 1912, still had that number in August 1914.

Most cars probably had Peckham trucks. Others were mounted on the following trucks:

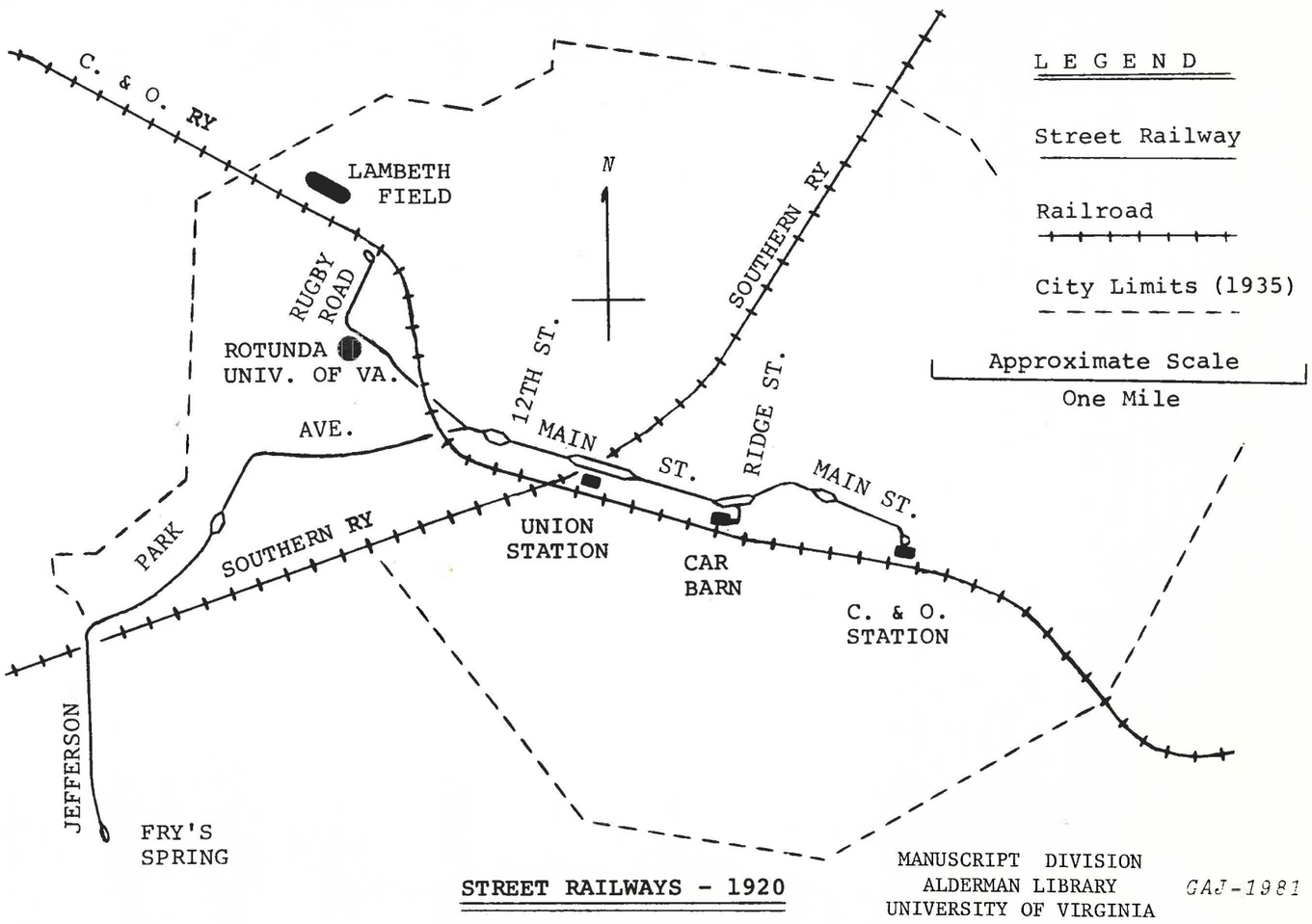
Car 1 and the cars obtained in 1904 may have had Bemis trucks.
Cars 2, 4, 6 had Brill 21-B trucks
Cars 14, 15 had Lord Baltimore trucks.
Cars 20-26 had Brill 21-E trucks.
Closed motor bodies obtained second-hand in 1895 were placed on new Peckham trucks.

Some cars were not usable for long periods of time, because of the company's inability to repair burned out motors and/or controllers, and/or lack of replacement parts. It is assumed that these cars were not counted in lists of equipment supplied to the Census Bureau, Virginia State Corporation Commission, etc.

The company had several work cars, all converted from former passenger cars. One of the open trailers was made into a flat car work trailer in 1903 or 1904; it was scrapped in 1914 or 1915. Three of the older closed motor cars were converted into work cars in 1914 or 1915; one was scrapped a year later and one two years later, but the third lasted until 1935. One of the cars bought in 1912 was made into a work car in 1920, and continued as such until 1935.

The closed trailers (former horsecars) were soon scrapped, two in about 1896 and one in about 1902. It is probable that they were not liked by the public. The open trailers probably were scrapped in 1903 or 1904 (except for the one made into a work car), as their flimsy construction would not last any longer. Following the company's reorganization as the Charlottesville and Albemarle Railway in November 1903 about four of the open motor cars, several of which probably were inoperable as motor cars, were relegated to the status of trailer cars. The two newly-acquired second-hand open motor cars and the one or two remaining original open motor cars were designated to pull these trailers, operating as two car trains. The use of trailers ceased in about 1908, and the trailers were scrapped soon after that. Even though during the entire period of about 1902 to 1912 one and sometimes two of the company's closed motor cars were inoperable, none were scrapped. The older managements of the company had apparently been reluctant to scrap streetcars. The new management that took charge of the company in July 1912 soon changed this. The five open motor cars as well as the one inoperable closed motor car owned at that time probably were scrapped the next year. One of the five second-hand cars bought in late 1912 was scrapped in 1916 or 1917, and the others in 1919 or 1920. The seven nearside cars bought new in 1913 and 1914 remained until June 1935, though toward the end of that period one of them may have been inoperable. Some of their bodies were sold to Albemarle County people for non-railway use.

The Corbitt motor buses were 17-passenger vehicles, built in 1931, model B9B6. This number is thought to indicate that each was powered by a 6-cylinder Buda engine. They were numbered in the 107-113 series by A.B.&W. The White bus was a 21-passenger vehicle; its origin is unknown. Sometime in late 1935 or early 1936 the White bus was disposed of by the Charlottesville and Albemarle Railway Co., and the two additional Corbitt buses were obtained. The five Corbitt buses were sold to the Charlottesville and Albemarle Bus Co. in early 1936.



STREET RAILWAYS - 1920

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CHARLOTTESVILLE AND ALBEMARLE RAILWAY COMPANY
STATEMENT OF INCOME AND EXPENSES

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922
GROSS EARNINGS										
Railway	$ 41,325	$ 41,559	$ 42,894	$ 45,952	$ 42,610	$ 40,107	$ 50,957	$ 60,226	$ 72,657	$ 76,336
Light	41,069	51,500	60,488	68,867	77,509	82,124	102,055	138,003	163,899	183,619
Total	82,394	93,059	103,382	114,819	120,120	122,231	153,012	198,229	236,556	259,955
OPERATING EXPENSES										
Railway	29,740	29,393	31,998	34,293	31,759	33,249	35,977	42,754	50,483	47,683
Light	30,365	18,820	16,153	16,926	28,082	35,779	43,183	67,999	68,679	77,632
Total	60,105	48,213	48,151	51,219	59,841	69,028	79,160	110,753	119,162	125,315
NET EARNINGS	22.289	44,846	55,231	63,600	60,279	53,203	73,852	87,476	117,394	134,640
FIXED CHARGES	14,323	28,288	26,603	28,072	29,236	32,031	33,115	35,499	37,634	36,012
STOCK DIVIDENDS										
Preferred	none	1,460	6,567	8,589	8,589	8,589	8,589	8,589	8,589	8,589
Common	none	unknown	unknown	27,500	22,500	5,000	25,000	15,000	35,000	50,000

Source: Charlottesville and Albemarle Railway Company, "President's Annual Report," 1916-1922.